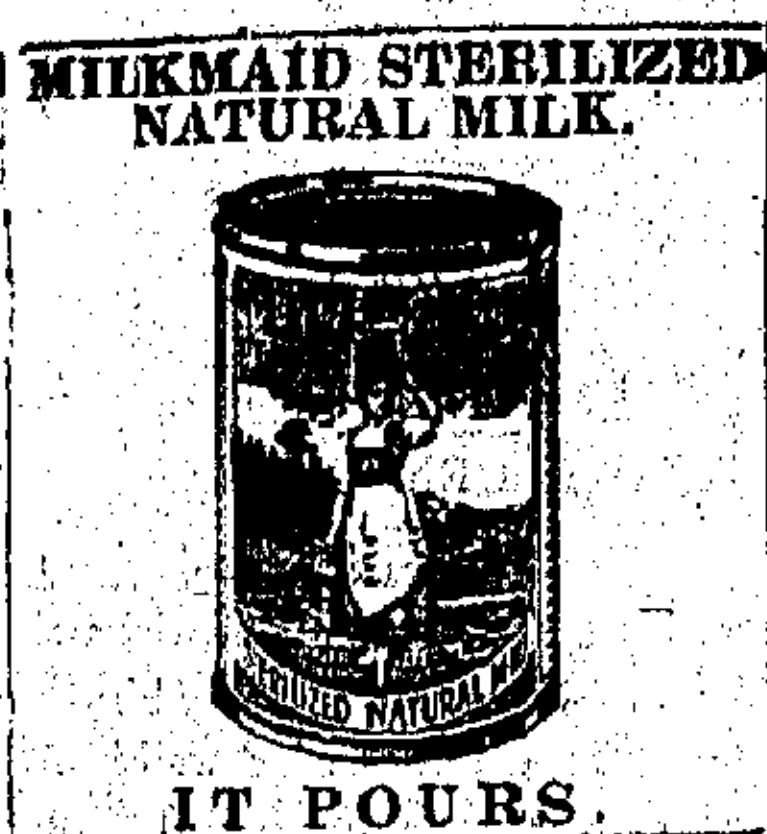




Hongkong Daily Press.

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No. 17,459. 號九十五百四千七萬一第 日八十二月三年寅甲 HONGKONG, THURSDAY, APRIL 23RD, 1914 四拜禮 號三十二月四年三國民華中 PRICE, \$3 PER MONTH.

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MILK.**

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AGENTS:-

F. BLACKHEAD & Co.

TELEPHONE 66.

Hongkong, 1st April, 1914.

[495]

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SHEWAN TOMES & Co.,
General Managers.

Hongkong, 9th December, 1913.

[1407]



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For Particulars, apply to:-
K. KATO,
Manager,
No. 2, Pedder Street, Hongkong.
Hongkong, 15th April, 1914.

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**PEAK TRAMWAY COMPANY.
LIMITED.**

TIME TABLE.

WEEK DAYS.	
7.00 a.m. to 8.00 a.m.	Every 15 minutes.
8.00 " " 10.00 " "	" " " "
10.00 " " 11.00 " "	" " " "
11.30 " " 12.45 p.m.	" " " "
12.45 p.m. to 1.15 " "	" " " "
1.15 " " 1.45 " "	" " " "
1.45 " " 2.15 " "	" " " "
2.15 " " 2.45 " "	" " " "
2.45 " " 3.00 " "	" " " "
3.00 " " 3.15 " "	" " " "
Night Cars.	
8.50 p.m. and 9.00 p.m.	8.30 to 11.00 p.m.
Every Half-Hour.	
11.00 p.m. to 11.45 p.m.	" " " "
Every Quarter-Hour.	
SUNDAYS.	
8.00 a.m. to 10.30 a.m.	Every 15 minutes.
10.30 " " 11.00 " "	" " " "
11.45 " " 12.00 noon	" " " "
12.00 noon to 1.00 p.m.	" " " "
1.00 p.m. to 2.00 " "	" " " "
2.00 " " 3.00 " "	" " " "
3.00 " " 3.15 " "	" " " "
NIGHT CARS as on Week Days.	
Extra Car at 12 Midnight.	
SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road Central.	
JOHN D. HUMPHREYS & SON, General Managers.	
Hongkong, 1st October, 1913.	

[1602]

**THE YOKOHAMA DOCK CO.,
LIMITED.**

Telegraphic Address: "DOCK," Yokohama.

Codes used:—A.B.C. 4th and 5th Editions, Lieber's, Scott's, A1 and Wetkin's.

DRY DOCK DEPARTMENT:—Telephone Nos. 376, 506, or 681.

NO. 1 DOCK. Docking Length 515 ft. NO. 2 DOCK. Docking Length 376 ft. NO. 3 DOCK. Docking Length 481 ft.

Every description of repair work is undertaken. A large assortment of material including tail shafts are kept in stock. Two powerful tow boats, floating derrick to lift 45 tons, pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers, tugs, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.

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92 buildings, principally of brick and steel, 310 entrances. 37 buildings are private bonded warehouses. Floor area 68,248 square yards, or 14.1 acres. Custom-house brokerage and insurance undertaken. Rates moderate. Mooring Basin, 600 feet by 100 feet by 25 feet deep, adjoining the docks and warehouses.

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**SOUTH
MANCHURIA RAILWAY.**

SHORTEST AND QUICKEST ROUTE BETWEEN THE FAR EAST
AND EUROPE, VIA DAIREN.

TIME TABLE TO APRIL 30TH, 1914.

THIRICE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Dining, and First and Second Class Sleeping Cars, is opened between Dairen and Changchun in connection with the Trans-Siberian Express Train and with Dairen-Shanghai Direct Mail Steamer Service by the S.S. KOBE MARU and SAKAKI MARU (each Equipped with Wireless Telegraph) as follows:—

NORTH BOUND.		SOUTH BOUND.	
Station	Time	Station	Time
Dairen	8.00 a.m.	Dairen	8.00 a.m.
Changchun	11.00 a.m.	Changchun	11.00 a.m.
Shanghai	1.00 p.m.	Shanghai	1.00 p.m.
Yokohama	3.00 p.m.	Yokohama	3.00 p.m.
Manila	5.00 p.m.	Manila	5.00 p.m.
London	7.00 p.m.	London	7.00 p.m.

* Russian Train Time is 23 minutes faster than the S.M.R. Time.

The above times do not include the Express Train Berth Fee.
THE "SAKAKI MARU."—This vessel, which leaves Shanghai every Monday and connects with the Wagon Lits service on the Trans-Siberian Railway, is a new Turbine Steamer of 3,450 tons, specially built for the Shanghai-Dairen Line. She has a speed of 19 knots per hour, and is fitted with every up-to-date appliance for comfort and convenience. Accommodation: 63 First-Class (including 4 special cabins and 8 family cabins), 20 Second-Class, and 164 Third-Class. First voyage from Shanghai, August 1914.

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Tel. Add. "MANTEU." Codes: A.B.C. 5th Ed., A1 and Lieber's

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THOMAS COOK & SON, Booking Agents, Shanghai.

NIPPON YUSEN KAISHA, Agents, Shanghai.

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A Travers la Revolution Chinoise par F. Farjeol	\$2.00	The Twin Soul of O'Takesar, Baroness D'Anethan	1.75
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My Happy Hunting Grounds, with notes on Sport and Natural History, Gathorne-Hard	8.00	Dogs, their Selection and Breeding, F. T. Barton	2.75
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Year Book of Chess 1913	2.40	TECHNOLOGY.	
Every Man His Own Mechanic, John Barnard	2.75	Practice of Surgery, Russell Howard	16.00
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	Length on Keel-Blocks.	Breadth at Entrance on Bottom.	Depth of Water on Keel-Blocks.
3 Dry Docks	No. 1 ... 510 ft. No. 2 ... 350 ft. No. 3 ... 714 ft.	77 ft. 53 ft. 88 ft.	26 ft. 24 ft. 34 ft.

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Lifting Power	7,000 Tons.	12,000 Tons.
Max. Length of Ship taken in	460 Feet.	580 Feet.
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Max. Draft " " "	22 "	26 "

The Salvage Steamer "ARIMA MARU," pumping capacity per hour 2,000 tons.

Floating Sheetpiles, capable of lifting 40 tons weight.

ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION
28th May, 1913.

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BECK'S BEER,

KEY BRAND.

\$16.00

PER CASE OF 6 DOZ. PINTS.

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MACWEN, FRICKEL & Co.

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MESSRS. KELLY & WALSH, LTD.

Hongkong, 18th February, 1914.

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Recently Refurnished and Redecorated.
Large Airy Public Rooms.
Electric Lighting, Lifts and Fans.
Suites de Luxe.
Bedrooms with European Bath and Lavatory attached.
Perfect Sanitation.
A LA CARTE GRILL ROOM.
J. H. TAGGART, Manager.

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is now luxuriously furnished and up-to-date
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FIRST CLASS RESIDENTIAL and
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P. O. PEUSTER,
Manager.

[1495]

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Tennis and Croquet Lawns, Large
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Hotel electrically lighted, and under
experienced European Supervision.
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Every Information and Special Attention
given to Tourists.
REASONABLE RATES.
W. L. FARMER,
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A LING & CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS
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Photographic Goods of Every Description
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Developing, Printing and Enlarging.
Canton Marbles in Various Shades.
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Hongkong, 18th April, 1914.

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THE GOVERNOR.WATSON'S
HOUSEHOLD
AMMONIA.FOR THE BATH, TOILET, AND
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it promotes a healthy action of the skin,
counteracts all effects of perspiration,
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A permanent, speedy and painless CURE for
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SHAVING STICKS.

The choicest and best in the market.
They give a free and lasting lather
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For delicate and sensitive skins they are
unequalled.A. S. WATSON & CO.,
LIMITED,HONGKONG DISPENSARY AND
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NOTICE TO CORRESPONDENTS.

Only communications relating to the
news column should be addressed to THE
EDITOR.Correspondents must forward their
names and addresses with communica-
tions addressed to the Editor, not for
publication but as evidence of good faith.HONGKONG OFFICE: 10A, DES VOGES ROAD.
KOWLOON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, APRIL 23RD, 1914.

It is a matter for deep regret that the long-continued effort to carry on the cotton spinning, weaving and dyeing industry in Hongkong has had to be given up and the machinery and plant transferred to Shanghai, where conditions are more favourable to the prosperity of the industry. When the Hongkong Cotton Spinning, Weaving and Dyeing Co., Ltd., was formed in 1883 the brightest hopes were entertained of the future of the industry, notwithstanding that at that time the gloomiest prognostications were finding expression regarding the industry at Shanghai, where it was then in its infancy. Brilliant expectations had met with serious disappointment. Labour had not been found so cheap as was anticipated, the market for raw cotton had not proved favourable and things generally had gone against the Companies. Hence the prevailing feeling in Shanghai offered no encouragement to the promoters of a cotton mill in Hongkong, though they were doubtless buoyed up by the consideration that, compared with both India and Japan, the advantages must be on the side of local production, and it did not need early follow that because cotton mills were something of a failure in Shanghai, a similar venture in Hongkong would suffer the same fate. By the time the local mill was in running order, things had taken a turn for the better at Shanghai and renewed confidence in the future of the industry set in. All this made the prospect seem more cheering to shareholders in the local venture, though by the time the mill was running the shares, originally \$100, were quoted in the market at \$80, and three months later at \$56. By the middle of 1901, owing to the Boxer

disturbances in the North, the severity of plague in the Colony and the abnormally high price of cotton, the mill had to close down after funds to the amount at one time of \$1,656,000 had been advanced by the General Managers in order to complete the mill and to work it. Thus quite early in its career the Company was faced with the question of liquidation or reconstruction? It was reconstructed; and thereafter it paid for a year or two dividends of 10 per cent., but had fortune dogged its footsteps. The dividend fell to 5 per cent., the last being paid in 1907 with assistance from the equalisation of dividend fund, and finally it has come to a question of the withdrawal of the industry. As the idea has long been cherished by many residents that Hongkong—more particularly the New Territory—might one day develop into a manufacturing centre, the reasons for the failure of the enterprise given by the Hon. Mr. LANDALE at the meeting of shareholders on Monday deserve to be specially noted. Experience, he said, had shown, in the first place, that the hot damp climate we have here for so many months greatly hampers spinning operations; secondly, that the labour obtainable in Hongkong is more expensive and less efficient than that to be found in Shanghai; thirdly, that the raw material has all to be imported, and to the price of raw cotton bought in Shanghai for Hongkong has to be added the cost of packing, freight and export duty. Mr. LANDALE explained that China cotton has been found more suitable than foreign grown cottons for spinning the yarn required for the China market, and he further hinted at the possibility of an increase in China's import tariff, which would additionally handicap the industry here, "whereas mills operating in China may be given the same measure of protection in taxation as at present." The Chairman of the Company said he would not like to admit that a mill here cannot be made to pay, but, on the general grounds above stated, thought it probable that a mill in Shanghai would pay better. We do not suppose that while the recollection of this experiment endures we shall see another cotton mill started in Hongkong. We cannot change the climate, but the declaration that labour is more expensive and less efficient here than in Shanghai is one that covers presumably more than the cotton mill industry, and in the general interests of the Colony it would seem desirable that some official investigation should be made into the causes of the expensiveness of the labour, if not into the question of its inefficiency. We have frequently emphasised the bearing of the rent problem in Hongkong upon the industrial prosperity of the Colony. If labour is more expensive here than in Shanghai the cause is probably due to the labouring classes being able to live more cheaply there than here, and the matter is therefore one of serious importance to the future prosperity of the Colony. While the Colony must regret the withdrawal of the cotton mill, we have at least the consolation of knowing that other large industries, like the shipbuilding establishments and the sugar refineries, seem able to succeed here as well as anywhere in China, and to enter successfully into the competition of the markets, and, because Hongkong is not deemed to be the most suitable place for cotton spinning and weaving, it does not necessarily follow that we must give up all hope of ever seeing the Colony, particularly the mainland portion of it, developing in course of time into an industrial centre of some importance in Asia.

H.M.S. *Yarmouth* arrived at Singapore on Tuesday.

The letter of "A Lover of a Clean Colony" will appear to-morrow.

Mr. G. T. M. Edkins, manager of Messrs. Butterfield & Swire's Hongkong House, has accepted a seat on the Directorate of the Hongkong and Shanghai Banking Corporation, Ltd.

Consumers of electric current in Hongkong will be agreeably pleased to read the announcement appearing in our advertisement columns of a reduction in price from the 1st prox.

The closing cruise of the season of the Royal Corinthian Yacht Club will be held at Kowloon Bay on Sunday next. Eight attractive events have been arranged, the races being for ladies, visitors and non-boat-owning members. Mrs. Francis Clark will present the prizes at the close.

To-day, April 23rd, being St. George's Day, the St. Joseph's College, Scouts in accordance with the desire of the Chief Scout, Sir Robert Baden Powell, will parade with the St. Joseph's Bodyguard in the College Compound at 3 p.m., to salute the flag. A short address will be given to the Scouts by the Inspecting Officer.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

UNITED STATES AND MEXICO.

ADMIRAL FLETCHER SEIZES THE CUSTOMS AT VERA CRUZ.

200 MEXICANS AND 4 AMERICANS KILLED.

DISCUSSION IN THE SENATE.

WASHINGTON, April 22nd.

The House of Representatives adjourned until to-day without taking any action on the subject of Mexico.

In the debate in the Senate, Senator Lodge, speaking to a substitute resolution, said he could not join any resolution which made the United States prefer one cut-throat to another.

Senator Shively, a member of the Foreign Committee, speaking on behalf of the Government, said that Senator Lodge's substitute proposal meant a plain declaration of war. He urged the Republicans to wait until the Administration's resolution had been tried as a means to peace, and said that the State Department had advised the foreign diplomats in Mexico to warn their nationals to leave the country.

INSTRUCTIONS TO THE ADMIRAL. Orders have been sent to Admiral Fletcher to seize the Vera Cruz Customs House.

ADMIRAL FLETCHER'S REPORT.

WASHINGTON, April 22nd.

A despatch received from Rear-Admiral Fletcher said:—"Landed marines and sailors from the battleships *Utah* and *Florida* and the transport *Prairie* on Tuesday, and seized the Customs House. The Mexicans did not oppose the landing, but opened fire with rifles and artillery after the seizure of the Customs House. The *Prairie* shelled the Mexicans out of their positions. There was desultory firing from the housetops and the streets. We held the section of the city in the vicinity of the wharves. Our casualties are four killed and twenty wounded. After the fight the American Consul called on General Maas to assist in the reformation of order. General Maas refused. No refugees were injured."

GALVESTON, April 22nd.

Two hundred Mexicans were killed at Vera Cruz.

VERA CRUZ, April 22nd.

Admiral Badger, with five battleships, has arrived.

PENSACOLA, April 22nd.

The battleship *Mississippi*, with four airmen and hydroplanes aboard, has left for Vera Cruz.

PRESIDENT HUERTA'S "SERENITY."

LONDON, April 22nd.

President Huerta has sent a message to the *Daily Telegraph* stating that he awaits future events with serenity and that the Republic will continue to maintain its dignity.

FEDERALS TO JOIN HUERTA AGAINST AMERICA.

Reports are reaching official circles to the effect that Generals Carranza and Villa will join President Huerta in a common cause against the United States.

Two trains containing American refugees were held up between Mexico City and Vera Cruz.

Mr. O'Shaughnessy, the American Charge d'Affaires, with his wife and child and hundreds of Americans, remain in the capital.

AUSTRIAN EMPEROR'S HEALTH.

VIENNA, April 22nd.

It is hoped that the Emperor will soon make a complete recovery. He transacted his business as usual yesterday.

AUSTRALIA'S BOUNTIFUL SEASON.

MELBOURNE, April 22nd.

There have been splendid general rains in Victoria, and there is promise of a bountiful season.

NO NAVAL CONFERENCE.

LONDON, April 22nd.

A White Paper which has been issued shows that an Imperial Naval Conference is impossible in 1914, as Australia, which desires a full Conference, is unable to attend.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

KING AND QUEEN IN PARIS. ENTHUSIASTIC RECEPTION.

PARIS, April 22nd.

Their Majesties King George and Queen Mary have arrived. They were received by the President, M. Poincaré, and his Ministers, and received a rapturous welcome by a vast concourse.

The first banquet took place at the Elysee.

M. Poincaré expressed the intense pleasure of France at being able to welcome the Sovereigns of a great and friendly nation. The visit was a brilliant consecration of a friendship which had stood the test of time and experience, which proved that its permanent efficacy would become one of the surest guarantees of European equilibrium.

The King, speaking in French said he was profoundly touched by the welcome of the brilliant capital of a beautiful country, and he felt a peculiar pleasure at being in the midst of the French people on the tenth anniversary of the agreements whereby the two countries peacefully settled all the questions which were dividing them. From that arose the intimate cordial relations which were uniting them, and thanks to that they were able to labour together in humanitarian work, and for civilisation and peace. He thanked President Poincaré for recalling that the name of his beloved father would ever remain associated with *Pentecôte cordiale*. His Majesty said he endorsed M. Poincaré's definition of the high and noble aims which the two countries jointly pursued, and concluded by expressing sentiments of the most profound and most sincere friendship with France.

The King has presented the French Government with six bronze bas-reliefs by the French sculptor Du Jardin, which have been long in the possession of the British Royal family and formerly decorated the statue of Louis XIV. in the Place des Victoires.

There were brilliant illuminations in Paris last evening, and remarkable enthusiasm by vast crowds who cheered and shouted *Vive le Roi; Vive la Reine* continuously. The wearing of miniature Union Jacks was universal.

Correspondents concur that no Sovereigns have ever been so splendidly welcomed.

THE YANGTZE AND BRITISH INTERESTS.

LONDON, April 22nd.

The House of Commons have passed the second reading of the Army Annual Bill.

In the House of Commons Sir J. D. Rees asked what steps the Government were taking for safeguarding British interests in the Yangtze Valley, where, in view of the financial activity of other Powers, only financial action can be effectual.

Mr. F. D. Acland, Financial Secretary to the War Office, said the Government were fully alive to the necessity for safeguarding British interests in the Yangtze, and they were taking all possible steps. His Majesty's Government, however, did not contemplate advancing money in that connection, especially as British firms were ready to take projects which were offering reasonable security and fair profit.

Sir J. D. Rees then asked whether the firms were not prejudiced by other nations assisting their nationals financially.

Mr. Acland said the Government did not propose to finance doubtful propositions in the Yangtze or elsewhere.

AFFAIRS IN ALBANIA.

DURAZZO, April 22nd.

The Government are calling out 20,000 men to the colours.

HOME RACING.

THE METROPOLITAN STAKES.

LONDON, April 22nd.

The Great Metropolitan Stakes, which was run at Epsom on Tuesday over a distance of two and a quarter miles, resulted as follows:—

Anney	1
Vermouth	2
Gravelotte	3

Nineteen ran. Won by three lengths, four lengths separating second and third. The betting was:—100 to 8 Anney; 5 to 2 Vermouth; 100 to 6 Gravelotte.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

SCENE IN THE HOUSE OF COMMONS.

MR. ASQUITH AND MR. BONAR LAW.

LONDON, April 22nd.

One of the stormiest scenes which has ever occurred between Party leaders in the House of Commons took place when Mr. Bonar Law renewed his request for a judicial inquiry in connection with the statement issued by the Ulster Unionist Council.

Mr. Asquith and Mr. Bonar Law alternately went to the table challenging one another.

Amid very angry cries Mr. Asquith demanded Mr. Bonar Law to make the accusations before the House itself. He refused to order an inquiry, but said that he would give the earliest date for a discussion if Mr. Bonar Law would make the charge that the Government had devised and organised a plot with the object of promoting and provoking a rising in Ulster.

Mr. Bonar Law replied that the Premier and his colleagues had already made false statements.

There were cheers and uproar at this statement, and Mr. Asquith again challenged the Opposition to discuss the matter in the House.

Mr. Bonar Law—If there is nothing to be ashamed of, why not have the inquiry?

Mr. Asquith—The allegation is against the honour of Ministers—(cheers and counter-cheers)—and should be made in the House of Commons.

There were cries of "Marconi," and Mr. Asquith retorted that the members of the Opposition wanted a roving inquiry to discover whether there was material for the charge.

This was followed by an uproar, and Mr. Bonar Law said that he would await the publication of the revised White Paper before deciding upon a course of action.

Field Marshal Sir John French had a prolonged conference with Mr. Asquith, after which a full meeting of the Cabinet was held.

Six Liberals have given notice of motion demanding that Mr. Bonar Law shall substantiate, or withdraw, the charges of falsehood which he has made against the Premier.

THE ARMY ANNUAL BILL.

LONDON, April 22nd.

The House of Commons have passed the second reading of the Army Annual Bill.

WELSH DISESTABLISHMENT.

LONDON, April 22nd.

In the House of Commons the Welsh Disestablishment Bill passed the second reading by 349 votes to 285.

BRITISH LEGAL CHANGES.

LONDON, April 22nd.

The Hon. Mr. Justice Channell, the well-known Judge of the King's Bench Division, has resigned, and Mr. Montague Shearman, K.C., and Mr. John Sankey, K.C., have been appointed Judges of the King's Bench.

[Mr. Justice Channell became a barrister in 1863, and was made a Q.C. in 1885.]

OBITUARY.

LONDON, April 22nd.

The death is announced of Sir Edwin Durning-Lawrence at the age of 77 years.

[The deceased was B.A., LL.B., in Honours, and a Barrister of the Middle Temple, in 1874. For a short time he was a member of the Metropolitan Board of Works. He contested East Berks in 1865, Haggerston in 1866, and Burnley in 1892, being eventually elected as a Liberal Unionist for Truro from 1895 to 1906.]

HARBIN BANK'S LOSSES.

The second Mutual Credit Bank of Harbin, which has a capital of Roubles 100,000, most of which is subscribed by small merchants and artisans, has suspended payment, owing to misapplication of funds by the Board of Directors. The Public Prosecutor discovered the fraud and arrested the directors and also one of the editors of the *Novoye Zin*.

Further arrests are expected. The losses are estimated at R. 150,000. Shareholders at an extraordinary meeting decided to continue the bank by subscribing 140 per cent of their former subscriptions. Other local Russian banks and also the Railway Company have promised financial support.

TELEGRAMS.

[“DER OSTASIATISCHER LLOYD” SERVICE.]

CHINA SERVICE. A NEW CENSORATE.

PEKING, April 22nd.

The new Council of Administration seems to be intended as a kind of Censorate, since a number of well-known erstwhile censors have found places therein, like Chiang Chun Lin, and Chao Chi Lin. The first-named, some years ago, intrepidly denounced Yuan Shih-kai, Ching Tsai Chen, Chu Chia Pao and others.

CHINA'S LIABILITIES.

PEKING, April 22nd.

According to a report of the Board of Finance, China is to pay this year, in millions of dollars:—Boxer Indemnity 29; Various Bank Loans 21.15; other Loans 17.70; interest on the first big loan 13; the large loans, 60; and loans on short terms, 75.

RESIGNATION OF A MILITARY COMMANDER.

PEKING, April 22nd.

The resignation of Chang Shao Cheng, first in command at Sui Yuan Cheng, and formerly the well-known Commander of the Twentieth Division, has been accepted. Pan Chu Ying is his successor.

THE PREMIER INDISPOSED.

PEKING, April 22nd.

Sun Pao Chi, the Premier, is slightly indisposed and has taken five days' leave.

EUROPEAN SERVICE.

BRITISH ROYAL VISIT TO FRANCE.

LONDON, April 21st.

T. M. King George and Queen Mary started this forenoon on their three days' visit to Paris, where they will stay as guests of the Republic at the Ministry of Foreign Affairs.

The main event during the visit will be a review of troops at Vincennes. An act of especial politeness lies in the fact that Sir Edward Grey accompanies Their Majesties and great expectations are connected with this circumstance. The wish has been heard expressed that the occasion may lead to changing the Entente into a formal Alliance. On the part of England there is no inclination to this end, but rather to continue with the Entente as before. It is therefore expected that the official speeches at the banquets will lay stress on its full meaning.

UNREST ON THE ALBANIAN FRONTIER.

BERLIN, April 21st.

The unrest on the Albanian Frontier in the territory of the Malissore is growing and the Montenegrins have occupied the district of Custrati, which has been assigned to them. They now threaten that they will advance against Albania in case the Albanians attack.

DISBANDING RUSSIAN RESERVISTS.

BERLIN, April 21st.

The *Reichspost's* correspondent at St. Petersburg reports that an order has been issued by the Russian Minister for War that all the reservists who had been called to the colours shall be sent home towards the middle of April. This affects 450,000 men.

THE GERMAN COLONY IN MEXICO.

BERLIN, April 21st.

The German Minister to Mexico assembled the German Colony to discuss the situation, and it was decided to send all the women and children out of the country on board the chartered steamers of the Hamburg-America Linie.

GERMANY AND THE MEXICAN CRISIS.

BERLIN, April 21st.

The attitude of the German public towards the American-Mexican conflict is one of neutrality. The main wish is for a speedy restoration of order.

THE EMPEROR OF AUSTRIA-HUNGARY.

BERLIN, April 21st.

A slight improvement is noticeable in the health of H.M. the Emperor Franz Josef, although it continues grave.

THE LATE CARDINAL KOPP'S ESTATE.

BERLIN, April 21st.

The private estate of the late Cardinal Kopp is £350,000 and the sole beneficiaries are the Cathedral Chapter at Breslau.

THE PORTUGUESE REPUBLIC.

BERLIN, April 21st.

An amnesty has been pronounced in Portugal for the members of the late Franco Cabinet.

THE PIRATICAL ATTACK ON THE
"SHING TAI."

ENQUIRY AT THE MAGISTRACY.

At the instance of the Captain-Superintendent of Police (the Hon. Mr. C. McI. Messer), an enquiry was held at the Magistracy yesterday before Mr. J. R. Wood into the circumstances surrounding the piratical attack on the Chinese steamer *Shing Tai*, off Lin Tin Island, on the 31st March.

The Captain-Superintendent appeared for the Police, and Mr. Looker (of Messrs. Deacon, Looker, Deacon & Harston) appeared for the owners of the *Shing Tai*.

Acting-Inspector Terrett first produced the bond entered into by the owners of the ship.

Police Constable Drury deposed to searching the *Shing Tai* between 6 o'clock and 6.15 p.m. on the 31st March. There were between 30 and 40 people on the ship, and he had great difficulty in distinguishing between the passengers and the crew. He saw a guard of Chinese soldiers on board, but did not inspect them. He opened three or four large packages and searched at least six or seven different persons. There were a few packages he did not open, as he had but little time, having to search four other vessels between that time and 7 o'clock, when the ships were due to leave the Harbour. Two of the ships were three times the size of the *Shing Tai*. He had about 15 Chinese detectives under him, and they searched both during his presence and his absence. He had only one of them on the *Shing Tai*, and this man searched the passengers as they came on the wharf, before going on the vessel. He saw no steel grill outside the wheel-house.

Mr. Looker cross-examined the witness at length, and said that the Captain-Superintendent, of course, contended that they did not take reasonable precautions, and broke the regulations in the bond.

The Hon. C.S.P.—If any particular provision in the bond is proved to have been broken, then the whole bond must be estreated.

Mr. James Macdonald, Marine Surveyor, then gave evidence to the effect that there was no steel grill outside the wheel-house.

The Hon. C.S.P. said he did not know whether Mr. Looker admitted that the owners signed the bond. If he did, it would save a lot of time.

Mr. Looker said he did not think he conscientiously could, however willing he might be. He was afraid that he must make the police prove everything in the case. It was a quasi-criminal case, and the police were seeking to deprive the owners of the bond, and he could not be expected to assist them to take away the bond.

The manager of the Company owning the steamer was then called, and deposed to signing the bond both for his firm and for himself. The party of soldiers on the vessel were sent by General Lung.

Mr. Looker objected to the witness giving further evidence as he had had no opportunity of seeing him. The witness lived at Wuchow, and only came down the previous night. The man must have a chance of thoroughly consulting his legal adviser before he went into the box. He wanted to go into his story very thoroughly before he gave evidence.

The Hon. C.S.P. suggested that it would be better if he continued, as he would most probably tell the truth now. (Laughter.)

Mr. Looker said the Hon. C.S.P. might snap up anything he might let drop, and that was what he wanted to avoid.

The Hon. C.S.P. agreed to leave the witness till the next hearing after Mr. Looker had seen him.

The witness then retired, and the master of the *Shing Tai* was called. He said the first thing the robbers did was to go to the wheel-house from the stern. Witness was not then in the wheel-house—he was sleeping in his cabin. The quartermaster and pilot were in the wheel-house. He suddenly heard a noise as that made by persons wearing European shoes when walking. Two men came into witness's cabin, one pointed a revolver at his back, and the other searched the cabin. They stole a long coat and a European jacket. The robbers set a watch over his door, and told him to "sit tight," and not move, or they would "shoot." He had to sit for about three hours, and then one of his foks announced that the robbers had gone. The vessel was then near Macao, and he made for that port, informing the Macao authorities and the Chinese Customs of the piracy. One soldier was killed and another wounded, and a foki in the comprador's department died as the result of injuries he sustained. He saw twelve pirates, four of whom were first-class, four second-class, and four stow-away passengers. He did not know if all possessed pistols. He only had two soldiers on guard. He usually had four, but the other two had disappeared. The soldiers had rifles in their quarters.

Mr. Looker—Did these soldiers occasionally have a little practice with their "modern weapons," their rifles?—Yes. They sometimes shot at birds, or the banks of the river, etc. I suppose?—Yes, at birds. (Laughter.)

Did they carry whistles?—Yes. The hearing was adjourned until Friday, 1st May, at 2.15.

INTERESTING CASE AT THE
MAGISTRACY.

SHIP'S CAPTAIN HEAVILY FINED.

At the Magistracy yesterday, before Mr. J. R. Wood, the master of the steamer *Solveig*, Captain P. Einesen, was charged with that, having on board the vessel sickness the nature of which he was not aware, he did refrain from hoisting the call flag for medical assistance, or take the necessary measures to inform the Health Officer of the Port, and further that he did give the Health Officer untrue information.

The Crown Solicitor (Mr. P. M. Hodgson) prosecuted.

His Worship explained the charges to the defendant, who said that he understood them perfectly. He went on to say that he did not suspect any sickness at all. The vessel had just come down from Japan, from Kobe and Moji. At these ports they had an inspection by a medical officer of a German passenger who said that he felt ill. The man whose illness was the subject of the charge was a seaman, who first complained of feeling ill when four or five days out of port; two or three days before the vessel arrived in this port. There was no mark or anything of that sort to be seen on him. The seaman said he had a bad headache, and he (defendant) gave him some quinine. The night before the *Solveig* reached Hongkong the man said he was much better, and he never suspected anything serious at all. Nearly every day some person fell ill.

The Crown Solicitor explained that the untrue information alleged to have been given by the Captain was that he signed a health certificate stating that he had no sickness on board. The seaman had small-pox, and he was prepared to prove that this was treated by the Captain, and as a matter of fact there was a three-days' rash on the man's face when he was inspected by the doctor. If the case had been reported to the Health Officer of the Port, of course, he would have been inspected.

The defendant admitted signing the health certificate, but said he did not know Dr. Keyt, the Port doctor, whom he took for a newspaper reporter. He thought the paper was a newspaper report.

The Crown Solicitor said that Dr. Keyt did not see the patient at all until later. Dr. Grone saw the patient. The Captain had evidently thought the case serious, because he actually went on shore to Dr. Fitzwilliams' office, and asked him to go on board.

Defendant admitted that he went to the doctor, and that Dr. Coleman came on board.

His Worship—Why did you not tell the Health Officer about it?

Defendant—Because I thought he was a newspaper reporter, and I didn't realise it was a health report. The reporters often come on board. Even supposing I knew he was the Health Officer I didn't think anything serious about the seaman. I cannot say I feel guilty. It was done through ignorance.

His Worship intimated he would like to hear some evidence.

The Crown Solicitor—The Captain has admitted as a matter of fact that he did not hoist the flag, and that he had sickness on board. I do not see that we can get further evidence than that.

Dr. Frederick Keyt, the Port doctor, was called, however, and he deposed that the ship arrived at 6 o'clock, and that he went on board at 8 o'clock. She was lying in Wanchai Bay, and not in the quarantine anchorage. He asked the usual question of the defendant, "Is all well on board?" and he replied in the affirmative. Witness then produced the usual health certificate, and asked him to sign it, which he did. All the ships coming into Harbour, signed these forms. He had been informed there was a sick man on board, he would, of course, have attended him, and had it been an infectious case he would have sent the ship into quarantine at once.

Dr. Fritz Grone said he went on board as Deputy Health Officer for the Port as the result of a telephone message from Dr. Francis Clark, the Medical Officer, on Wednesday, the 15th inst., in the afternoon. He saw a member of the crew, whom he found suffering from small-pox. The man told witness he was taken ill on the 10th inst., and from his observation he could say that he had a rash which was three days old. It was a perfectly clear case of small-pox. Witness did not see the Captain, but the Chief Officer was on board, and he told him to hoist the yellow flag and he sent the ship to the quarantine station. The usual steps were taken in regard to disinfection, and the vaccination of the crew.

Defendant said that Dr. Coleman went on board altogether three times. He went for the doctor immediately he got ashore on the 14th inst., not especially for the case of the seaman, but to examine the First Officer, who was feeling ill. He told the doctor about the seaman, and requested him to have a look at him also. He was very particular about this, and if there was any illness amongst the officers or crew he always sent a doctor to the ship. Dr. Coleman and Dr. Fitzwilliams had always attended the ship if anything was wrong.

The Crown Solicitor remarked that the Health Officer always went on board when a ship came into port, and his Worship asked the defendant what made him think that the Health Officer was a newspaper reporter.

Defendant said he had not seen the doctor before, and it did not occur to him that he was the Health Officer. Practically every time the Health Officer came aboard previously he was ashore.

The Crown Solicitor said he was informed that the sick man had been in bed since the Friday before, and was not on duty.

Defendant reiterated that he did not know that the man was suffering from small-pox, and said that Dr. Coleman had great difficulty in diagnosing it. He thought, the first time he saw the seaman, that it might be due to change of climate, or heat, and said he did not consider it necessary for him to go to the hospital.

Dr. Grone said that he believed that Dr. Coleman did not himself recognise that it was small-pox the first time. He believed that Dr. Coleman saw the case the second day, and reported it as a possible case of small-pox.

The Crown Solicitor said the Health Officer regarded the offence as serious, because the Captain had been in the port many times before. He knew the regulations, and certainly other ports were very much more strict than they were in Hongkong, and it was ridiculous for him to come to that Court and say that he did not think it necessary to report this. The case was much more serious on the face of it than the defendant tried to make out. It was a serious matter for the Colony, and Captains of ships must be made to know better. No doubt the Captain was anxious to avoid the delay caused by quarantine, but at the same time it was most important, in the interests of the large community here, that such cases should be carefully dealt with.

His Worship, addressing the defendant, said he had found that he had a case of sickness on board, that he did not know what it was, and that he failed to fly the flag calling for medical assistance when he came into port on the 14th April. For that he would be fined \$250.

His Worship questioned the Crown Solicitor as to whether he would withdraw the second charge, and Mr. Hodgson said he could not withdraw it, but would agree to the fine just imposed covering both.

His Worship then said he found the defendant guilty on the second charge, but would impose no penalty in respect of it.

LEGISLATIVE COUNCIL.

QUESTIONS ON THE ROYAL SQUARE TREES.

At a meeting of the above, which will be held to-day, the Hon. Mr. H. E. Pollock, K.C., will ask:—

- (1.)—By whose orders were certain trees in Royal Square, which have been growing there for many years past, cut down on the 9th March and for what reason?
- (2.)—Will the Government take prompt action to prevent the further cutting down of trees in that vicinity?
- (3.)—In view of the fact that the pollen from the flowering privet tends to induce coughing and catarrh, will the Government take steps to exterminate the privet shrub in the vicinity of dwelling-houses in the Island of Hongkong and in Kowloon?
- (4.)—Was any written representation sent in by the Nurses on the Staff of the Government Civil Hospital to the Principal Civil Medical Officer last summer upon the subject of the insufficiency in numbers of the Nursing Staff at that Hospital? Will the Government lay such written representation upon the table of this Council? Has any answer been sent to such written representation? If so, will the Government lay such answer upon the table of this Council? What steps, if any, have been taken, and when, to remedy such insufficiency?

The orders of the day are:—

First reading of a Bill entitled, "An Ordinance to provide against the circulation in the Colony of seditious publications."

First reading of a Bill entitled, "An Ordinance to amend the Protection of Women and Girls Ordinance, 1897."

First reading of a Bill entitled, "An Ordinance to amend the Magistrates Ordinance, 1890."

First reading of a Bill entitled, "An Ordinance to amend the Flogging Ordinance, 1903."

First reading of a Bill entitled, "An Ordinance to amend the Airships Ordinance, 1912."

First reading of a Bill entitled, "An Ordinance to provide for the public lighting of the Colony and for the protection of the appliances used in connection therewith."

First reading of a Bill entitled, "An Ordinance to amend the Stamp Ordinance, 1901."

Second reading of the Bill entitled, "An Ordinance to amend the Foreign Marriage Ordinance, 1903."

Second reading of the Bill entitled, "An Ordinance to amend the Electricity Supply Ordinance, 1911."

Committee on the Bill entitled, "An Ordinance to amend and consolidate the law relating to Chinese Passenger Ships," as defined by the Chinese Passengers Act, 1855, and concerning Asiatic Emigrants generally."

Committee on the Bill entitled, "An Ordinance to provide for the registration of qualified Dental Surgeons and otherwise to regulate the practice of Dentistry."

SUGAR FACTORIES IN CHINA.

The quantity of sugar consumed in the interior of China has been great and chiefly imported from abroad; its value reaches 'Tis. 30,000,000 annually, says the *Peking Daily News*. "On account of this, Minister Chang Chien of Commerce and Industry, before his departure for the South, has instructed the Civil Governors of such provinces as Chichiang, Canton and Szechuan to establish more factories for manufacturing sugar in order to promote the industry."

THE TIGER STILL VISITING.

The tiger, or tigers, are still wandering about the Peak and are becoming so nonchalant that they actually approach houses in the strong light of day.

A tiger was seen in the vicinity of May Road at 10 a.m. yesterday by the aged sister of Mr. C. F. Carvalho, of the Hongkong and Shanghai Bank. He is described as being a fellow of about a foot long, who came towards Mr. Carvalho's house, No. 1, May Road, from the east of the island. The lady watched the tiger from an upstairs window; he came down the hillside quite leisurely, walked to within a few yards of the house, sniffed around unconcerned, and, hearing something, turned round and ran back in the direction from where he had come. Mr. Carvalho's sister says that there was no doubt as to the animal being a tiger, and that he was rather a good specimen.

On Tuesday at noon a tiger was seen near Mr. Xavier's house, Waterford, Macdonnell Road. A lady in the house saw the animal from a bedroom window. He came from the east of the island, and after looking casually around, bounded away again.

We further learn that two Europeans saw a tiger about 6 p.m. on Tuesday lying close to the roadway near Bisbee Villa, Pokfulam, but as they had no guns they deemed it discreet to let the sleeping tiger lie.

Mr. Ho Tung, who resides at "The Chalet" on the Peak, is offering a reward of \$100 to anybody shooting or capturing the tiger, and \$200 if the tigress is also shot or captured.

Needless to say, residents in the vicinity of the tigers' haunts are becoming alarmed, and express the hope that some steps will be taken for killing the animals.

ALLEGED EMBEZZLEMENT BY
A CHINESE.

At the Magistracy yesterday, before Mr. J. R. Wood, a Chinese named U Yim-lai was charged with the embezzlement of \$13,000, the property of the Tai Fung firm.

Mr. Holmes prosecuted and Mr. Leo d'Almada defended.

Mr. Holmes said that the Tai Fung firm conducted a rice business in this Colony at 168, Wing Lok Street West, and the defendant was the manager of the business at the time of the occurrences which he was about to mention. On the 14th October, 1905, so far as the persons in the shop knew, the defendant disappeared, and it was in the early part of October that the offences were alleged to have taken place. The first item was on October 9th. On that date the defendant was supposed to have taken \$3,000 in notes from the monies of the Tai Fung firm for the purpose of paying them into the Kum Sang Bank. There was a sum of \$3,000 owing to the bank by the firm, of which the defendant was the manager on that date. He went out of the shop with the money, and when he came back and was asked where the entry had been made of the payment, a certain document was produced. He would go into the question of the document in a moment, because at present he did not wish to go too far with the documents. He would explain why later. The bank absolutely denied having got the money. On the 13th October, the defendant took from the safe, of which he had charge and had the key, the sum of \$1,500, which he said he was going to lend or deposit with the bank. In the same way he went out for the purpose of handing the money to the bank as it was alleged. The bank would say that they never got that money and that they did not know anything about it at all. As regards the \$3,000, they had still a note which was supposed to have been paid off, but there was another note for the same amount which had been paid off, and it would be alleged—and he thought in evidence it would be supported—that the defendant, for a short time, covered up the disappearance of the \$3,000 by a substitution of an old note for the same amount which had been paid by the Tai Fung firm. These were the two items with which he proposed to go on at present. He was going to explain that as regards the documents there would also be a statement that when the defendant disappeared with the key of the safe there were certain monies amounting to \$4,000 or more, but when the safe was broken open nothing of any value was found in it. On the disappearance of the defendant the Tai Fung firm became very much involved; the creditors pressed for their money and there was no money to meet the pressure. There was subsequently a bankruptcy and a receiving order was made, and Mr. Fletcher, as Receiver, sold the business and the books, and for that reason, up to the present time—although he was not able to find these books—he could only trace them to the Official Receiver. He could show that the Official Receiver sold the stock-in-trade, credits, books and book debts of the Tai Fung firm. There was a bankruptcy proceeding following the happenings in October, and the business no longer existed. There was a composition in the bankruptcy proceedings—he thought 88 per cent. was composed—and those assets were sold by the Official Receiver, and there was an arrangement by which the affairs were wound up by some composition. He proposed to call among others a man who would say that he was the accountant when the payment was made to the defendant of the \$3,000, which it was alleged was never received by the Kum Sang Bank. He had the man who said he made the entry.

The case was adjourned.

COMPANY REPORTS.

THE HONGKONG ELECTRIC CO., LIMITED.

We are informed that subject to Audit the Hongkong Electric Co., Ltd., will pay:—

A Dividend of \$1.80 per share...	\$108,000.00
Three to Reserve	70,000.00
Write off Plant Account for Depreciation	121,562.94
Write off Property Account for Depreciation	25,000.00
Write off Furniture Account for Depreciation	530.53
Pay a Bonus to Staff	6,283.33
Carry Forward to next Account	31,668.18
	\$363,044.97

CANTON INSURANCE OFFICE
LIMITED.

The report for presentation to the shareholders at the thirty-third ordinary meeting, is as follows:—

The General Agents and Consulting Committee have pleasure in submitting a statement of the affairs of the Office made up to 31st December, 1913.

1912 Account.—After paying an interim dividend of \$18 per share on 32nd May, 1913, the amount standing to the credit of this account is \$503,980.66.

This, it is resolved, to deal with in the following manner:—

To pay a final dividend of \$8 per share	\$30,000.00
To add to Investment and Exchange Fluctuation Account	40,000.00
To add to Reserve Fund	100,000.00
To add to Reinsurance Fund	100,000.00
To add to Underwriting Suspense Account to close the Account for year 1912	143,980.66
	\$303,980.66

1913 Account.—The amount standing at credit of this Account is \$1,514,267.78. Out of this the General Agents and Consulting Committee have declared an interim dividend of \$18 per share absorbing \$180,000. The balance of \$1,334,267.78 will be carried forward.

Consulting Committee.—The Hon. Sir Paul Chater, C.M.G., and Messrs. D. W. Craddock, F. Maitland, H. P. White and Hon. Mr. E. Shellim retire, but being eligible, offer themselves for re-election.

Auditors.—The accounts have been audited by Messrs. H. Percy Smith F.C.A., and A. R. Lowe, C.A., who, being eligible, offer themselves for re-election.

JARDINE, MATHESON & CO., LTD., General Agents.

ROYAL HONGKONG GOLF CLUB.

CAPTAIN'S CUP.

Played over Happy Valley on the 4th and 6th inst:—

	CUP.		
*Mr. P. R. Wolff	90—18	72	
Mr. F. Bevington	92—12	80	
Mr. Justice Gompertz	98—13	80	
Mr. R. E. O. Bird	96—18	80	
Mr. Hulmer Johnson	87—7	80	
Mr. S. H. Dodwell	90—8	82	
Colonel Tuson	83—2	81	
Mr. C. A. Tomes	95—11	84	
Commander Boucher	87—4	83	
Mr. Parr	94—8	86	

* Qualifies for Cup.

	POOL.		
†Mr. F. Bevington	92—12	80	
Mr. S. H. Dodwell	90—8	82	
Mr. C. A. Tomes	95—11	84	
Mr. Parr	94—8	86	

† Wins Pool.

26 Entries.

THE HONGKONG RIFLE LEAGUE.

BELLIOS CHALLENGE SHIELD.

The following is the result of the season's matches:—

	Shot.	Won.	Lost.
R. N. Dockyard Rifle Club ..	7	7	0
Taiwan Rifle Club ..	6	5	1
H.M.S. Hampshire ..	5	3	2
H.M.S. Minotaur ..	4	3	1
Hongkong Volunteer Res. ..	5	2	3
H'kong Volunteer Corps. ..	5	1	4
2nd Batt. D.C.I.L. ..	6	1	5
Hongkong Police ..	2	0	2
H.M.S. Newcastle ..	Did not shoot.		

The R.N. Dockyard Rifle Club thus win the trophy for the season.

A TRIP TO THE "GREAT WHITE SOUTH."

It is greatly to be deplored that the patronage extended to the Scott Antarctic Expedition pictures now being exhibited at the Theatre Royal should be so poor. Last night the Theatre was but half full. This wonderful visual record of the immortal Expedition ought to draw full houses every night. Whether journeying with the sturdy whaler *Terra Nova* from civilisation through a terrific Antarctic storm and fields of ice, peeping inside weirdly-formed caverns in huge glaciers, acting the part of a spectator at surely the most wonderful football match—and it was "Soccer" too—ever played, contested enthusiastically over an icefield, beneath which lay 250 fathoms of water, or witnessing the absurdly funny antics of that most grotesque birdfish, the penguin, and, again, in the glimpses given of the daily life and work of the intrepid explorers, the pictures are absorbingly interesting and are a wonderful education as well.

The pictures will be shown every night for the remainder of the week.

INTIMATIONS

ECZEMA CAUSED
HAIR TO COME OUT

Thick Rash with Intense Irritation. Great Pain, Itching and Burning. Sleep Almost Impossible. Cured by Cuticura Soap and Ointment.

10, Dover Mansions, Canterbury Rd., Brixton, S. W. Eng.—"I derived great benefit from the Cuticura Soap and Ointment. I suffered with eczema at the back of the neck and head, causing my hair to come out very much. There was a thick rash with intense irritation, both of which increased as time went on causing great pain, itching, burning and discomfort, making sleep almost impossible night or day. 'I first tried—' lotion which, though cooling, did no real good. I then saw the advertisement of Cuticura Soap and Ointment and wrote for a sample to be sent. I purchased a large tablet of Cuticura Soap and some Cuticura Ointment and used them regularly at night, bathing the affected parts with the Cuticura Soap and hot water, and then gently applying the Cuticura Ointment with the tip of the finger, and in the morning again washing with the Cuticura Soap and hot water. The attack lasted about three months and was quite cured after using the Cuticura Soap and Ointment six weeks, and my hair quite ceased to come out." (Signed) Mrs. Fanny Woodbridge, July 24, 1912.

Cuticura Soap and Ointment sold throughout the world. A single set is often sufficient. Sample of each with 32-p. book free from nearest depot: E. Newbery & Sons, 27, Charterhouse St. London; E. Towns & Co., Sydney; N. S. W.; Lenson, Ltd., Cape Town; Muller, Maclean & Co., Calcutta and Bombay; Potter Drug & Chem. Corp., Boston, U. S. A.

*Funder-faced men should shave with Cuticura Soap Shaving Stick. Sample free.

[98-6]

CHS. J. GAUPP
& CO.,

WATCHMAKERS

AND

JEWELLERS.

SURVEYING INSTRUMENTS

THEODOLITES AND LEVELS.

BY

W. F. STANLEY & CO., LTD..

E. R. WATTS & SON,

LONDON.

CARL ZEISS, JENA.

Representatives—

MAPPIN & WEBB
LTD..

LONDON.

ALEXANDRA BUILDINGS,

CHATER ROAD.

34

CALDBECK,

MACGREGOR & CO.

(ESTABLISHED 1864).

SOLE AGENTS FOR

FALCON

PILSENER BEER

now exported to the East for the first time.

THE ONLY GENUINE PILSENER

BEER SOLD AT SO LOW A

PRICE.

Per 1 Dozen Quarts .. \$3.00
" " Pints .. \$2.00

[2]

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, special business matter, THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box, 35. Telephone No. 18.

Telegraphic Address: "DAILY PRESS."

Cables: A.B.O. 6th Ed., "DAILY PRESS."

NEW ADVERTISEMENTS

LOST.

AN IRISH TERRIER DOG, answering to the name of "PAT." Finder will be rewarded on returning to—

H. FEIMANN.

Care of Messrs. BUNN & REID.

Hongkong, 23rd April, 1914. [604]

SITUATION VACANT.

ARCHITECTS' ASSISTANT required by a firm of architects in Shanghai; must be competent, experienced, and British.

Address—Box No. 825.

Care of "NORTH-CHINA DAILY NEWS" Office, Shanghai. [608]

HONGKONG ELECTRIC CO., LTD.

REDUCTION IN PRICE.

FROM 1ST MAY, 1914, the Price of Current will be reduced to the following:—

Electric Light and Fans... \$0.24 per unit.

Power, Lifts, Heating and Cooking... \$0.071.

Power to Restricted Hour Consumers... \$0.05.

Discounts will remain as before.

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 23rd April, 1914. [606]

ANGLO-JAVA ESTATES LIMITED.

NOTICE IS HEREBY GIVEN that the FOURTH ANNUAL GENERAL MEETING of the above Company will be held at No. 10, Canton Road, Shanghai, on WEDNESDAY, the 29th of April, 1914, at 4 p.m.

The TRANSFER BOOKS of the Company will be CLOSED from the 24th to the 29th of April, both days inclusive.

By Order of the Board of Directors,

J. A. WATTE & Co., Ltd., Secretaries and General Managers. [608]



GOVERNMENT BILLS, ETC.

TENDERS FOR SPECIE AND MEXICAN DOLLARS, current in this Colony, for Telegraphic Transfer or in exchange for Sterling Bills drawn at 10 days or 3 months sight on the Lords Commissioners of His Majesty's Treasury, London, up to and for the sum of £30,000, will be received by the TREASURY CHEST OFFICER, ARMY PAY DEPARTMENT, until 11 A.M. TO-DAY (THURSDAY), the 23rd April, 1914.

The Tenders to state the total amount (in Pounds Sterling) and whether for Telegraphic Transfer or for Bills at 10 days' or 3 months' sight, and the case of Bills the amount for which each Bill should be drawn. No Telegraphic Transfer will be made or Bill issued for less than £100.

The Tenders to be in duplicate, and in sealed covers, addressed to the TREASURY CHEST OFFICER, ARMY PAY DEPARTMENT, and endorsed "TENDERS FOR GOVERNMENT BILLS, ETC."

The right to accept or reject any or all of the Tenders is reserved.

Copies of Forms of Tender can be had on application.

J. O'HARA, Colonel, A.P.D., Treasury Chest Officer.

His Majesty's Treasury Office.

Hongkong, 22nd April, 1914. [607]

GLEN LINE (McGREGOR, GOW & CO.), LTD.

FOR LONDON, HULL AND ANTWERP.

THE Steamship "GLENLOGAN" (Capt. JAS. McGRIGOR).

This Steamer will be despatched for the above Ports TO-DAY, the 23rd April, at Noon.

S.S. "GLENLEARN" (Capt. W. L. HARRISON) will be despatched for the above Ports on or about the middle of May.

Saloon Passage, HONGKONG to LONDON £40.

For freight or passage, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, 23rd April, 1914. [192-602]

NORDDREUTSCHER LLOYD, BREMEN FREIGHT LINE.

NOTICE TO CONSIGNEES

THE Steamship "NORDERNEY."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at the risk into the Godowns and/or extra basements Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 29th inst., at 9.30 A.M.

All Claims must reach us before the 6th May, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDREUTSCHER LLOYD, MELCHERS & Co., General Agents.

Hongkong, 22nd April, 1914. [118]

NEW ADVERTISEMENTS

KOWLOON BOWLING GREEN CLUB.

THE MEMBERS of the above Club will be "At Home" to Members of the Kindred Clubs and their Lady Friends on SATURDAY, 26th April, at 8.30 P.M.

P. J. TAYLOR, Hon. Secretary.

Hongkong, 23rd April, 1914. [69]

INTIMATIONS

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

SHAREHOLDERS are reminded that an EXTRAORDINARY GENERAL MEETING of the Company will be held at No. 3, Queen's Road Central, Victoria, Hongkong, on TO-DAY (THURSDAY), the 23rd day of April, 1914, at 12 o'clock Noon, when the proposed Resolution will be proposed as an Extraordinary Resolution:—

"That the Memorandum and Articles of Association of the Company be respectively extended, altered, and amended so as to read as shown in the print signed 'for the purpose of identification by the Chairman of this Meeting, and that such extended, altered and amended Memorandum and Articles of Association be henceforth adopted as the Memorandum and Articles of Association of the Company to the exclusion of those heretofore prevailing."

A FURTHER EXTRAORDINARY GENERAL MEETING of the Company will be held at No. 3, Queen's Road Central, Victoria, Hongkong, on Monday, the 11th day of May, 1914, at 12 o'clock Noon, for the purpose of receiving a Report of the proceedings at the above-mentioned Meeting and of confirming, if thought fit, as a Special Resolution, the above-mentioned Resolution.

Prints of the proposed extensions, alterations and amendments of the Memorandum and Articles of Association have been circulated to the shareholders, and a print thereof can be seen at the Head Office of the Company.

By Order of the Board of Directors, C. PEMBERTON, Secretary.

Hongkong, 16th April, 1914. [569]

HONGKONG JOCKEY CLUB.

NOTICE.

THE HALF-YEARLY MEETING of the above Club will be held on SATURDAY, the 26th April, 1914, at 12.30 P.M., at the Offices of the HONGKONG JOCKEY CLUB, on the Ground Floor of the HONGKONG CLUB ANNEX, Chater Road.

By Order, T. F. HOUGH, Clerk of the Course.

Hongkong, 11th April, 1914. [548]

PEAK CLUB.

A SUBSCRIPTION DANCE will be held at the PEAK CLUB on SATURDAY, 26th inst., at 9.15 P.M. Particulars are posted at the Club.

All Members and Subscribers of the Club may attend.

For Dance Committee, R. SUTHERLAND.

Hongkong, 21st April, 1914. [595]

STOCKBROKERS' ASSOCIATION OF HONGKONG.

IN Order to Facilitate Business the Public is hereby Notified that in future the Exchange on all Tael stocks will be settled by Members of the above Association three days prior to Hongkong Monthly Settlement Days.

The Settlement Days for 1914 are as follows:—

TUESDAY, 28th April.

THURSDAY, 28th May.

THURSDAY, 25th June.

TUESDAY, 28th July.

THURSDAY, 27th August.

MONDAY, 28th September.

THURSDAY, 28th October.

THURSDAY, 26th November.

WEDNESDAY, 23rd December.

By Order of the Committee, EDWARD M. RAYMOND, Secretary.

Hongkong, 17th April, 1914. [568]

HONGKONG GENERAL CHAMBER OF COMMERCE.

NOTICE.

THE ANNUAL GENERAL MEETING of the Members of the HONGKONG GENERAL CHAMBER OF COMMERCE will be held on TUESDAY, the 28th April, 1914, at 4 o'clock P.M., precisely, in the OLD CHAMBER OF COMMERCE ROOM, (CITY HALL), for the following purposes:—

(1) To receive the Report and Accounts of the Committee for the year ended 31st December, 1913.

(2) To elect a new Committee.

(3) To transact any General Business.

By Order, E. A. M. WILLIAMS, Secretary.

Hongkong, 16th April, 1914. [573]

THE ASSOCIATION OF EXPORTERS AND DEALERS OF HONGKONG.

NOTICE.

THE ANNUAL GENERAL MEETING of the Members of the ASSOCIATION OF EXPORTERS AND DEALERS OF HONGKONG will be held on WEDNESDAY, the 29th April, 1914, at 4 o'clock P.M., precisely, in the OLD CHAMBER OF COMMERCE ROOM, (CITY HALL), for the following purposes:—

(1) To receive the Report and Accounts of the Committee for the year ended 31st December, 1913.

(2) To elect a new Committee.

(3) To transact any General Business.

By Order, E. A. M. WILLIAMS, Secretary.

Hongkong, 16th April, 1914. [575]

"OLD ALLENYIAN DINNER."

THE ANNUAL "O. A." DINNER will be held on THURSDAY, the 29th April, in the HONGKONG HOTEL, at 8 P.M.

Will all Old Alleanians wishing to attend kindly Notify the Undersigned?

H. L. DENNY, Jr., 2, Connaught Road Central.

Hongkong, 22nd April, 1914. [600]

INTIMATIONS

LANE, CRAWFORD & Co.

ELLWOOD'S

SUN HATS

\$4.50 \$6.50

\$8.50 \$10.50

CORK-FELT-RUBBER.

B. V. D.

SUMMER UNDERWEAR.

Go to business keen and cool in

Loose-Fitting

B. V. D.

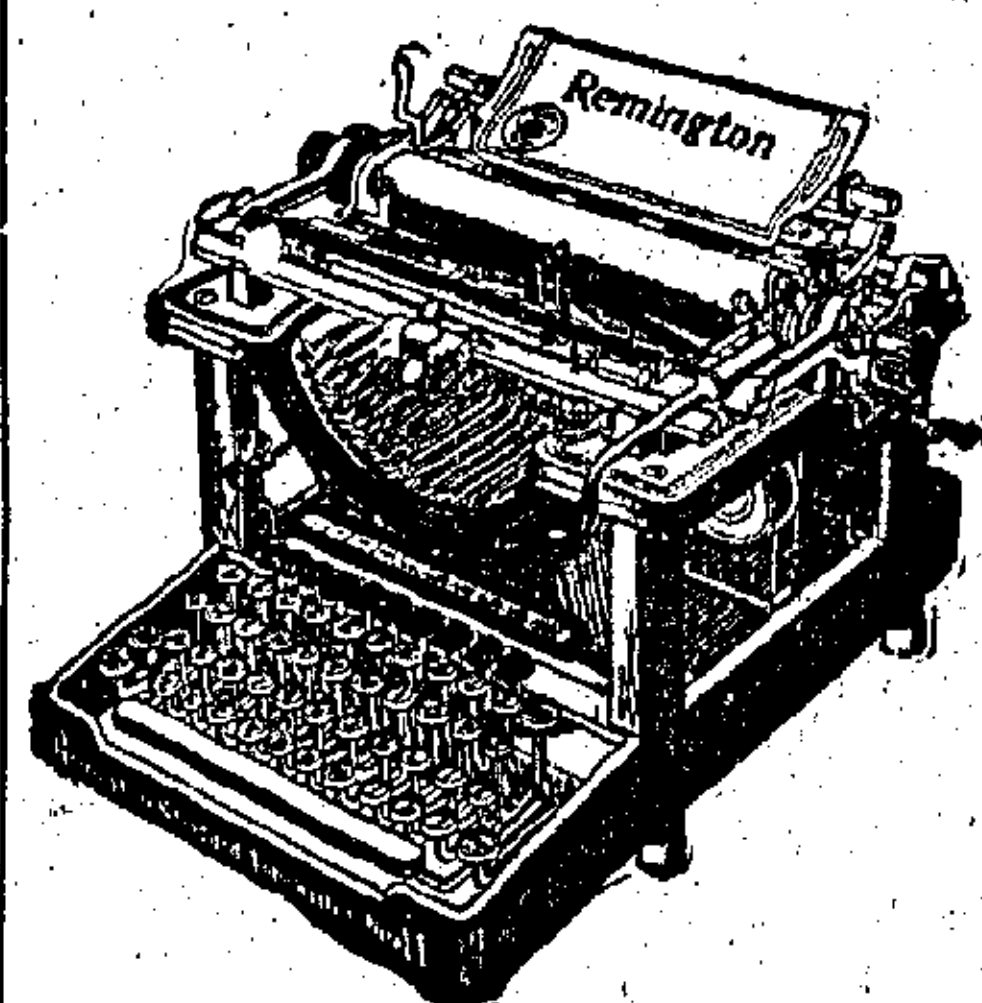
(Trade Mark)

These zephyr weight Coat Cut Undervests and Knee Length Drawers fit easily and perfectly. Every stitch is stout enough to withstand any reasonable strain. Truly, the best value in underwear.



ALL SIZES \$1.25 AND \$2.50 PER GARMENT.

LANE, CRAWFORD & CO.



SIEMSEN & CO., SOLE AGENTS for

Hongkong, Canton, South China and Formosa [54]

THE NAME REMINGTON STANDS FOR:

The Longest History.

The Widest Experience.

The Greatest Manufacturing Resources.

The Most Complete and Comprehensive Product.

The Largest Selling Organization of any concern in the Typewriter Business.

From every angle and from every point of view the REMINGTON qualities as the "Recognized Leader Among Typewriters."

First and ALWAYS.

Official Typewriter of the Panama-Pacific International Exposition.

REMINGTON TYPEWRITER COMPANY (Incorporated).



NOTICE.

IT IS HEREBY NOTIFIED that there is a VACANCY for a NURSE in the Maternity Hospital attached to the Civil Hospital.

Applications must be in the Handwriting of the Candidates and accompanied by Certificates of Character.

All information may be obtained from the Matron of the Civil Hospital.

J. T. C. JOHNSON, Principal Civil Medical Officer.

Hongkong, 16th April, 1914. [563]

NOTICE.

M. E. P. THOMAS, Agent of the MESSAGERIES MARITIMES, Hongkong, having returned to the Colony, Resumes Charge of the Agency from This Date.

NOTICE.

IT IS HEREBY NOTIFIED that on and after This Date the Firm of T. W. LAWREN & Co., of No. 12, Gresson Street, Wanchai, will be known as LAWREN & Co., and that all Shroff Receipts issued by this Firm will be Signed ONLY by CHAN TZE CHEUNG.

LAWREN & Co.

Hongkong, 22nd April, 1914. [569]

NOTICE.

NEITHER the Captain, Owners or Agents will be Responsible for any Debts Contracted by the Officers and/or Crew of the American Barge "JAMES TUFT" during her stay in this port.

Hongkong, 8th April, 1914. [581]

WEIHAIWEI SCHOOL.

AN ENGLISH SCHOOL in British Territory favoured with a "magnificent climate." Preparation by experienced and qualified teachers for entrance to schools in England, or for commercial life in the East.

School-house by the sea. Recreations:—Sea bathing, boating, cricket, football, etc.

For terms, apply to the Headmaster, HERBERT L. BEER, L.C.F.

[343]

ENTERTAINMENTS

THEATRE ROYAL.

TO-NIGHT!

THURSDAY, APRIL 23RD

TO SATURDAY, 25TH,

AT 9.15 P.M.

THE CROWNING TRIUMPH OF THE ALL-CONQUERING CINEMATOPHAGE

THE UNDYING STORY

CAPT. SCOTT

ANIMAL LIFE IN THE ANTARCTIC

Accompanied by a GRAPHIC EDUCATIONAL LECTURE.

BOOKING AT MOUTRIE'S.

CIRCLE \$3

STALLS \$2

PIT AND GALLERY \$1

Hongkong, 17th April, 1914. [571]

PUBLIC COMPANIES

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

A FINAL DIVIDEND of TWENTY DOLLARS per Share for the year 1913 and an INTERIM DIVIDEND of THIRTY DOLLARS per Share for the year 1913 will be Payable on FRIDAY, the 17th instant.

Warrants may be had on application at the Office of the Society on and after that date.

By Order of the Board, C. H. P. HAY, Acting Secretary.

Hongkong, 17th April, 1914. [578]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

DIVIDEND WARRANTS date London 28th February, 1914, may be had on application at the Office of the Undersigned.

JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, 20th April, 1914. [584]

SIEN TING.

SURGEON DENTIST.

No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 20th March, 1914. [442]

FOR SALE.

A WELL-TRAINED POINTER DOG.

Apply— "K. S."

Care of "Daily Press" Office.

Hongkong, 17th April, 1914. [567]

FOR SALE BY PRIVATE TREATY.

THE Whole of the LABORATORY of the late J. M. A. de Silva, consisting of ELECTRICAL, CHEMICAL, PHYSICAL, &c. INSTRUMENTS.

Also a LIBRARY containing Books on Scientific, Religious and other subjects; and Portuguese Books.

MAGIC LANTERNS containing slides of Old and New Testaments and other views.

Apply to— J. M. P. DA SILVA, Care of "Daily Press" Office.

Hongkong, 22nd April, 1914. [601]

DAIRY FARM NEWS.

RECEIVED

NEW SHIPMENT OF

FRESH SIBERIAN SALMON

SMOKED

FILLETS.

HADDOCKS.

KIPPERS.

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bores and Sizes.

SMOKELESS POWDER and CHILLED SHOT. From No. 10 to 888. at \$6, \$7 and \$7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.

Hongkong, 16th April, 1914. [559]

TO LET

TO LET.

NO. 14, ARBUTHNOT ROAD, Seven Large Rooms, three minutes' from Town. Good View of Harbour. Immediate possession if desired.

For Full Particulars, apply to— J. VINCENT BRAGA, Toyo Kisen Kaisha.

Hongkong, 3rd April, 1914. [610]

TO LET.

From 1st May, 1914.

NO. 104A, THE PEAK, FURNISHED.

Apply to— S. J. DAVID & Co., Prince's Buildings.

Hongkong, 7th February, 1914. [564]

TO LET.

From 1st May, 1914.

NO. 5, "ALMA VILLAS," Austin Avenue, Kowloon.

Apply to— PATELL & Co., 70, Wyndham Street.

Hongkong, 2nd April, 1914. [507]

TO LET.

OFFICES, ROOMS, and GODOWNS on Ground and Second Floors, No. 14, Des Vaux Road Central, the Premises now occupied by the South China Morning Post, Limited.

Can be divided up to suit Tenants' requirements.

Possession, 1st May, 1914.

"WILD DELL" FLATS, Wanchai Road, No. 4, Mosque Junction.

"THE REUK," Five-Roomed Bungalow, No. 84, Gordon and Tennant.

"HOMESTEAD," No. 46, PEAK. Immediate possession.

Apply to— SANG KEE, Care of COMPASS ROVER DEPARTMENT HONGKONG AND SHANGHAI BANKING CORPORATION.

Hongkong, 28th March, 1914. [477]

TO LET.

HOUSE, in OBSERVATORY VILLAS, Kowloon.

Apply to— ARATTON V. APCAR & Co., 14, Des Vaux Road.

Hongkong, 17th March, 1914. [424]

TO LET.

NO. 68, PEAK, MOUNT KELLET (Church Mission Society Bungalow), till 30th May, 1914. Partly Furnished.

Cheap rent.

To let till 31st October, 1914, No. 64, THE PEAK, SEVEN ROOMS and Drying Room, Furnished, including Electric Fans and Telephone.

NO. 12, BEACONSFIELD ARCADE, Shop, No. 5, MOUNTAIN VIEW, Newly painted and colourwashed. From 1st April, 1914.

NO. 7, MOUNTAIN VIEW.

NO. 7, STEWART TERRACE, PEAK.

NO. 13, SHELLEY STREET.

NO. 6, CAMERON VILLAS, No. 59, PEAK, To let, furnished, for one year, from 1st May, 1914.

"ROGATE," Austin Road, Kowloon. Unfurnished.

Apply to— LINSTEAD & DAVIS, 3rd Floor, Alexandra Buildings.

Hongkong, 16th April, 1914. [55]

TO BE LET—UNFURNISHED.

A FIVE-ROOMED HOUSE at the PEAK. Two minutes' from Tram.

Apply— DENISON, RAM & GIBBS.

Hongkong, 15th April, 1914. [554]

TO LET.

FOUR-ROOMED HOUSES in Granville Avenue and Salisbury Avenue, Kowloon. Cheap rentals.

SHOP with GODOWN attached, Nathan Road, Kowloon. Kowloon Marine Lot No. 48, with Wharf.

WINDSOR LODGE, Kimberley Road, Kowloon, 6 ROOMS and Tennis Court.

NO. 5, MINDEN VILLAS, from 1st April.

FLATS in Nathan Road and Homphreys Buildings, from 1st May.

Apply to— HUMPHREYS ESTATE & FINANCE CO., Ltd., Alexandra Buildings.

Hongkong, 4th March, 1914. [287]

TO LET.

or Colonial Chinese.

NOTICES TO CONSIGNEES

EAST ASIATIC COMPANY, LIMITED.
COPENHAGEN.

NOTICE TO CONSIGNEES.

THE Steamship

"CATHAY".
Having arrived, Consignees of Cargo are hereby informed that their Goods with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.
Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day requesting it to be landed here.
No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 28th April will be subject to rent.
All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 23rd April, at 9.30 A.M.
All Claims must reach us before the 30th April or they will not be recognized.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the Undersigned.

MELCHERS & Co.,
Agents.

Hongkong, 16th April, 1914. [580]

S.S. "CORDILLERE"
COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE

CONSIGNEES of Cargo from London ex s.s. "Basque" and "Bosphore" and from Bordeaux ex s.s. "P. Leroy Lallier", in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.
Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day requesting it to be landed here.
Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after the 25th inst. at Noon will be subject to rent and landing charges.
All Claims must be sent in to me on or before the 28th inst. at Noon, or they will not be recognized.
All damaged packages will be examined on the 25th inst. at 10 A.M.
No Fire Insurance has been effected.

P. THOMAS,
Agent.

Hongkong, 19th April, 1914. [2]

NOTICE TO CONSIGNEES.

P.M. S.S. "PERSEA"
FROM SAN FRANCISCO, JAPAN PORTS
AND MANILA.

THE above-mentioned Vessel having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for counter signature and take immediate delivery of Cargo from the Company's Godown at West Point. Cargo will be landed immediately at Consignees' risk.

On Cargo remaining undelivered THURSDAY, 23rd inst. at 5 P.M., landing charges will be assessed.
On Cargo remaining undelivered TUESDAY, 28th inst. at Noon, in addition to landing charges storage charges will be collected.
No Fire Insurance whatever will be effected.
All chafed and otherwise damaged Cargo will be examined at the above Company's Godown Monday, 27th inst. at 10 A.M.

No Claims will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to Consignees and signed for and on behalf of the Pacific Mail S.S. Co.
All Claims must be filed on or before 21st May, otherwise they will not be recognized.

R. C. MORTON,
Agent.

Hongkong 21st April, 1914. [32]

NOTICE TO CONSIGNEES.

FROM EUROPE.

THE H.A.L. Steamship

"AIRMARE".
Captain M. Knaiss, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given To-day.
All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th inst. will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 25th inst. at 9.30 A.M.
No Fire Insurance will be effected by us in any case whatever.

This Steamer brings on Cargo:
Ex s.s. "Castor" from Abus.
Ex s.s. "Sephora Worms" from Bordeaux.
Ex s.s. "Margaux" from Bordeaux.
Ex s.s. "Larache" from Sotubil.

HAMBURG-AMERIKA LINE,
Hongkong Office.

Hongkong, 20th April, 1914. [593]

VISITOR TO CANTON
Should Purchase."FROM HONGKONG TO CANTON
BY THE PEARL RIVER."CAPTAIN C. V. LLOYD.
With Illustrations, Maps and Plans.

PRICE \$1.75

On Sale at:—

Hongkong: "Daily Press" Office.

Messrs. KELLY & WALSH, LTD.

Messrs. BROWN & Co.

Canton: Messrs. A. S. WATSON & Co.

LASSITUDE IN HOT WEATHER.

In the prevailing trying weather every function of the body is more or less depressed, with the result that men are just able to get through their daily routine of work.

To overcome this lassitude and restore the sensation of well-being which everyone desires, the nerve force must be fully restored; for the nervous system rules the whole body. This demands sufficient supplies of protein and phosphorus, the vital elements of food as they may be called, since without them the nervous system cannot remain healthy.

Protein and phosphorus are combined in Sanatogen, the phosphorus being in the exact form in which it exists in the body and nerves. This explains why Sanatogen always restores the body's strength, revitalizes the blood and reinvigorates the nervous system when they are depressed from any cause.

India's hot weather produces greater lassitude than China's. To the value of Sanatogen in such weather the Hon. Mr. Justice Kensington, Judge of the Chief Court, Lahore, attests. Mrs. Kensington writes: "I have tried Sanatogen in the great heat of Lahore and am absolutely satisfied with it. Mr. Kensington has also taken it, and we have both found it a wonderful reviver and tonic."
Sanatogen can be obtained of all Chemists, in bottles of two sizes.

[111-S. 609a]

NOTICES TO CONSIGNEES

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENMOHR".
FROM LEITH, MIDDLESBRO',
LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th April will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 5th May, or they will not be recognized.
All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 28th April, at 11 A.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 21st April, 1914. [597]

PASSENGERS.

ARRIVED.

Per *Kusan*, from Bangkok, Mr. Upton.
Per *Triton*, from Batavia, Mrs. Fasser.

Per *Hatching*, from Amoy, Mr. A. H. Barlow, Dr. A. H. Deane and Mr. Ingham.

DEPARTED.

Per *Pahi*, for Manila, Mr. and Mrs. W. C. Taylor, Mrs. A. J. Jolley, Miss A. C. Parsons, Mr. L. E. Putnam, Rev. Father M. G. Grande, Mr. W. McCulloch, Mrs. W. W. Barton, Mr. W. McCulloch, Mr. L. E. Easton, Rev. Father E. Soriano, Rev. Father M. Nebreda, Rev. Father C. Arranz, Rev. Father J. Valls, Rev. Father F. Giner, Mr. Rokuo Kameo, Mr. J. del Castillo, Mr. Margarito Ubaldo.

SHIPPING REPORTS.

The British str. *Lycan* reports: Light north-easterly breezes, fine and clear.

The German str. *Nordneyer* reports: Good weather, light N.E. winds and slight sea.

The British str. *Hatching* reports: Had moderate variable winds and fine clear weather, from Amoy to Breaker Point; thence dense fog to Heads.

PASSED THE CANAL.

March 13th—*Japan*, *Ursula Rickmers*,
March 17th—*Brasilia*, *Nippon*, *Nyanza*,
March 20th—*Agamemnon*, *Sunda*,
March 24th—*Himalaya*,
March 21st—*Glenloch*, *Lennox*,
Nippon, *Suruga*, *Atrius*, O. J. D. Ahlers.

April 3rd—*Nore*, *Pyrrhus*, *Novara*,
April 7th—*Aja*, *Kasuma*, *Lutzow*,
April 14th—*Canton*, *Denbighshire*,
Eumaeus, *Hatchi Maru*, *Nile*, *Ping Suey*, *Sambra*, *Vorwarts*, *Africa*, *Magellan*.

April 17th—*Australia*, E. P. *Perdini*,
Madison, *Spezia*,
April 21st—*Benary*, *Keenun*, *Meinam*,
Ningchow, *Sithonia*, *Indradeo*, *Katori Maru*.

ARRIVAL AT HOME.

April 21st—*Australien*.

ON SALE.

DIRECTORY

AND

CHRONICLE

FOR

CHINA, JAPAN, COREA, INDO-CHINA,

STRAITS SETTLEMENTS, MALAY

STATES, SIAM, NETHERLANDS

INDIA, BORNEO, THE PHILIP-

PINES, ETC.

FOR THE YEAR

1914.

To be Obtained at the Office of

THE HONGKONG DAILY PRESS,

or

Messrs. KELLY & WALSH, LTD.

Hongkong, 18th February, 1914.

THE BRITISH ENGINEERS' ASSOCIATION.

(Continued from page 5.)

good in theory, but the pressure of want will compel her to turn to those who are willing to advance her funds. The result, I am sorry to say, operates against the good intentions of British interest. I am glad to be able to say, however, that the Republic of China is gradually resuming her own, and that the near future will see vast expansion throughout the country. Such an organization as the British Engineers' Association can accomplish much, both for your own profit and for the good of the country. It achieves, therefore, to push forward the good work you have undertaken in China, and to strike out with still greater energy in the future. In conclusion, Dr. Chen congratulated the members on their work, and called upon those present to drink long life to the Association.

Mr. ROBERT S. LLOYD proposed: "Our Guests," and said:—This is a friendly Association, and we wish to work shoulder to shoulder with those who have kindred interests. We are friends to the large interests of the modern shippers and merchants, because our interests are identical, and friends to the Governments of both our own country and of China. To-night, as representing our own Government, we have Sir Walter Langley and Mr. Thomas Worthington; we have Dr. Chen, who represents the Chinese Government, as well as the Secretary of the Chinese Legation, and with them we are associated in a constant and close friendship. I feel sure we should have their blessing in going to the Provincial Governments and elsewhere for our contracts, and we could give them something in return—the guarantee that they would receive the best that the British manufacturer could give—hear, hear—and that the contracts which they entrusted to us should be honestly carried out. (Applause.)

We also wish to cultivate the friendship of the Foreign Office, and have already had many proofs of their friendship, though we are told it is sometimes difficult to obtain. (Laughter.) If we can have their full support, in China we shall go about our enterprises with the knowledge that we are advancing British interests throughout that mighty land, and the British manufacturer will be invested with a power which nothing could withstand. It is not necessary for me to say how cordially we welcome to-night the presence of Sir Walter Langley, President of the China Association, who was not merely Adviser to the Chinese Government, but has since we started held the still more arduous, if less lucrative, appointment of honorary adviser to this Association. Mr. Byron Brennan, too, has guided our early steps with unfailing patience. Among our other guests are Sir Charles Addis, of the Hongkong and Shanghai Bank; Mr. George Jamieson, of the British and Chinese Corporation; Mr. Leo Smith, and the directors of many of the important British merchant firms in China. Then, again, the powerful British Press, which has been extremely kind to us, is well represented here to-night; their criticisms have helped us to learn our own faults. We have four editors, viz., Mr. Peudred (The Engineer), Mr. Raworth (Engineering), Mr. Dunell (Eastern Engineering), and Mr. Angier (Eastern Papers, Ltd.).

With such friends as the Chinese Government, the British Foreign Office, the merchants, and the Press, can you imagine any eligible British firm standing outside the British Engineers' Association? We want to work for our own benefit, for the benefit of our nation, and for the benefit of the enormous and wealthy country of China. I ask you to drink to our guests, coupled with the name of Sir Walter Langley.

Sir WALTER LANGLEY responded, and after thanking the Association for the warmth with which the toast was received, said:—I need hardly remind the members of this Association that I do not speak for the Foreign Office, but when the Association like this goes to the Far East, the Far Eastern Department of the Foreign Office is very glad. We do not know much about engineering, but we know that this country in the past has furnished the Far East with many capable engineers and much good material, and we know that if the Far East desires this country is in the position to supply similar men, and similar materials in the future. It is our hope that when materials are desired British firms will have their proper share of such business.

Mr. WILFRED STOKES, Chairman of the Association, proposing: "The British Engineers' Association," said:—To begin with, in order that you may gauge the real importance of this Association, you must realise that the industry of engineering in England is, I think, second to none, with the exception of agriculture. Where should we be without our manufacturing engineer? We are dependent, further, upon our exports, and as time goes on we become more and more dependent on foreign markets, many of which we have hitherto considered our own. In the case of China we have had emphasised this evening the good feeling that exists between that country and our own, but we cannot expect a great country like China to deal with us exclusively or to the detriment of other countries, especially as these other countries offer trade on more advantageous terms than we do. There are countries up against us which offer engineering plant on terms of credit which hitherto we have not cared to look at. How are we to face such a problem? I think that it is only by combination and by working wholeheartedly together that we can hope to hold our own or to gain ground. We have thus formed this Association with the main object of co-operation for the purposes of trade, and more particularly for the advancement of our trade with China. Our objects are large and the possibilities of the situation are many. Our work has been complicated and difficult; in fact, there is nothing small about this Association, but the subtlety, which is reasonable in the extreme, (hear, hear.) We may justly claim to have achieved something, for a year ago I was able to tell you that our membership was ninety-three; to-night it is 204. (Applause.) You see from that that we

have more than doubled our numbers during the year. Last year the capital invested in the business of our members was something like \$3,000,000; this year it is over \$50,000,000. Turning to what has passed during the year, we have sent out to China our Chief Commissioner, his assistant, and our engineer, and those gentlemen keep us thoroughly well advised of all that is going on. We issue reports to our members advising of all openings and fresh possibilities. Surely that alone is worth the present subscription. We have, further, issued a subject-matter index, in which are classified the productions of all our members, and this book is open to the inspection not only of merchants in China, but of anyone who has interest in knowing where he can obtain engineering manufactures of the kind that he desires. In addition, we have, as has already been stated, materially assisted in the equipment of the engineering department of the University of Hongkong, upwards of £10,000 worth of machinery having been supplied by the members of this Association. Realising as we do the advantages of teaching young Chinese, British engineering, we have made a start in arranging for Chinese students to be educated in the workshops of some of our members. Then we have attacked the Conditions of Contract, under which you must all have smarted on some occasions. I think the time will come when we as a body shall be able to rise up and say, "It is time for one-sided contracts to come to an end. We want to be fair, but think your contracts do not comply with that description." In this direction we have every confidence that we shall come out on top. Again, we have been able to bring before the notice of our members contracts which they alone would never have heard of, and that alone is a sign that we are doing good work and that we have justified our existence. Coming to finance, we all realise that in a large country like China, awakening as it is to greater extension than it has ever seen before, there must of necessity be an asking on her side just now for facilities in the way of payments. Well, we have appointed a strong committee for dealing with this matter, and we have every prospect of making such arrangements in the near future with regard to finance, as will allow our members to shoulder contracts that otherwise it would have been impossible to contemplate. We are still, I am sorry to say, very much smaller in point of numbers than we ought to be, and I cannot understand the hesitation with which some manufacturers treat us when we ask them to join us. I am urging those firms who hang back to support this movement, are we wasting our time hoggling a dead horse? I say No! We have turned our attention to the first place to China. There are 450,000,000 people in China with an eye on the future, and as to their requirements, they are waiting for all the things that we make. Are we going to stand by and see other countries supply them with these things? Again, I say "No!" But it is only by an association like this that we can reap anything like a reasonable measure of success. In drinking the health of this Association we are in reality drinking to the success of our nation. I should like to suggest to the Chancellor of the Exchequer that if the money spent on land valuation had been spent on the exploitation of our return, a very much greater benefit.

In proposing this toast the "British Engineers' Association," I should like to couple with the toast the names of two gentlemen who are connected very closely with the work of the Association: One is Mr. Douglas Vickers, the Chairman of this evening, who is also our president, the other is Mr. Stafford Ransome, the secretary, to whom is due the inception of this great scheme, and who has since devoted himself entirely to its objects. The CHAIRMAN, in his reply, observed that he considered it was the duty of every engineer of this country to something for the engineering trade as a whole.

Mr. STAFFORD RANSOME, after expressing his thanks for their appreciation of his work, said:—I am intensely proud of the Association and of having brought it into being. It is kind of you to attribute this to me, the inception was easy enough. It was the putting it into effect which has been the difficult matter. This I could never have done without the wholehearted co-operation of men like our president, the chairman of the Executive Committee, and the other members of the Council. These are the men to whom the credit is due. The one weak point about this Association is the apathy of those firms who still remain outside. To me it is inconceivable that British firms should be so shortsighted, quite apart from the question of patriotism, as to refrain from joining a concern which is being managed by these thirty-six prominent engineers who form our Council, and who have devoted their time and energies unselfishly for the benefit of the whole trade. I have observed often enough when travelling in many countries that the British engineering trade has been suffering, and we do not go what other countries do. That is true enough. Many merchants, however, have complained to me that the British manufacturer does not understand his own business, and that he does not study the requirements of the countries he is catering for. That is not true, at all events as far as the members of this Association are concerned; but I can easily understand the merchants' grievance in this respect, for they find the British manufacturer less elastic to deal with than others. As pointed out by the Chairman, the British engineer in the past has been spoiled by having it all his own way in the foreign markets, those days he had all the trade, and I am glad to find that he still retains the pick of the world's work. Now, however, he must realise that to retain and increase this he must fight his competitors with some, though not all, of their own weapons. I do not suggest that it is worth while that we should go the length that some of the German firms go to in taking up all manner of wild-cat schemes on insufficient security, but there is plenty of sound business to be done on the credit system; and if the prestige of British engineering is to be maintained we must take immediate steps to get it. In China they are beginning to think, because we have not bothered to get that class of business in the past, that we are incapable of getting it if we want it. That impression must be dispelled.

SHIPPING IN PORT.

STAMPA.

BANRI MARU, Japanese str., 2,300, T. Soga, 20th April—Keelung 17th April, Coal—Dodwell & Co.
BARMON, British str., 7,600, J. D. Sarnet, 21st April—Singapore 16th April, General—Gibb, Livingston & Co.

CANADA MARU, Japanese str., 3,180, H. Yamamoto, 15th April—Tacoma and Shanghai 15th April, General—Osaka Shosen Kaisha.
COLONIA, British str., 5,900, V. Campos, R.N.R., 20th April—Singapore 12th April, Cabin—Order.

DILWALA, British str., 3,490, C. W. Ramo, R.N.R., 17th April—Singapore 11th April, General—David Bassoon & Co.

GLENLOGAN, British str., 3,800, J. McGregor, 20th April—Shanghai 17th April, General—Shewan, Tomes & Co.

HONGKONG MARU, Japanese str., 3,480, S. Togo, 18th April—San Francisco 17th March, General—Toyo Kisen Kaisha.
KENKON MARU No. 8, Japanese str., 1,900, Takai, 18th April—Chingwangtao 12th April, Coal—Kailan Mining Co.

KURUD, Norwegian str., 910, Holles, 19th April—Bangkok 11th April, Rice—Order.

KWANTON, Chinese str., 1,030, Sangster, 16th April—Shanghai 14th April, General—China Merchants.
KWEILIN, British str., 1,314, Mills, 15th April—Amoy 13th April, Ballast—Butterfield & Swire.

LAERIES, British str., 1,340, Wawn, 18th April—Saigon 14th April, Rice and General—Chinese.

LOONGSHAW, British str., 1,900, W. G. G. Leach, 21st April—Manila 18th April, General—Jardine, Matheson & Co.

LUCNOW, British str., 1,220, Meathrel, 19th April—Shanghai 16th April, General—Butterfield & Swire.

M. S. DOLLAR, British str., 2,674, J. J. Gear, 18th April—Manila 9th April, Lumber—Robert Dollar & Co.

NIPON MARU, Japanese str., 1,953, Sato, 18th April—Saigon 13th April, Rice—A. Bunc & Co.

NOAD, British str., 1,274, Pape, 14th April—Manila 10th April, Ballast—Asiatic Petroleum Co.

ONSANG, British str., 1,170, Picknell, 20th April—Mojil 15th April, Coal—Jardine, Matheson & Co.

PAOTING, British str., 1,073, W. J. Barkus, 18th April—Weihaiwei 12th April, Ballast—Butterfield & Swire.

PERIA, British str., 2,744, J. Hill, 21st April—San Francisco 30th March, General—Pacific Mail S.S. Co.

PERA NANG, British str., 1,022, C. S. G. Scott, 11th April—Saigon 7th April, Rice—A. Bunc & Co.

PROMETHEUS, Norwegian str., 1,025, V. Jensen, 9th April—Bangkok 2nd April, Rice—Chinese.

SABINE, HICKMERS, Dutch str., 573, R. Y. Jagt, 14th April—Batavia 13th April, Ballast—Asiatic Petroleum Co.

SARIN, German str., 935, Fr. Bucking, 18th April—Bangkok 12th April, Rice and Timber—Butterfield & Swire.

SHANRI, British str., 1,223, Simons, 17th April—Bangkok 11th April, Rice—Butterfield & Swire.

TAIYUAN, British str., 2,300, P. W. Grier, 17th April—Melbourne 12th March, General—Butterfield & Swire.

TRUMPH, German str., 789, Langschwager, 20th April—Hohow 18th April, General—Jensen & Co.

TUNGSHING, British str., 1,170, L. Hussey, 20th April—Pakhoi 19th April, Rice and General—Jardine, Matheson & Co.

UME MARU, Japanese str., 2,714, S. Nakayama, 18th April—Mojil 6th April, Coal—Mitsui Bussan Kaisha.

WONGKOT, German str., 1,115, H. Oltmanns, 18th April—Svatoz 17th April, Rice—Butterfield & Swire.

WOSANG, British str., 1,127, J. M. Smith, 19th April—Wuhu 15th April, Rice—Jardine, Matheson & Co.

WUNU, British str., 1,225, Howard, 17th April—Haiphong 14th April, General—Butterfield & Swire.

YOMO MARU, Japanese str., 2,178, Yakata, 11th April—Hongay 8th April, Coal—Mitsui Bussan Kaisha.

LATEST STEAMER MOVEMENTS.

The C.P.R. str. *Empress of Japan* left Shanghai on the 22nd April, at 5 p.m., and is due to arrive here on the 25th April, at 6 a.m.

The C.P.R. str. *Empress of Asia* left Kobe on the 22nd April, at noon, and is due to arrive at Yokohama on the 23rd April, at noon.

The P.M. str. *Korea*, carrying the United States mail, left Yokohama on the 22nd April, for Hongkong via Japan ports, and is scheduled to arrive at this port on the 2nd May.

The str. *Affghan Prince* left Shanghai on the 22nd April, a.m., and is expected here on the 26th April.

The H.A.L. str. *Hoeder* left Manila on the 21st April, p.m., and may be expected here on or about the 24th April, a.m.

The H.A.L. str. *Belgravia* left Tientsin on the 21st April, p.m., and may be expected here on or about the 26th April, p.m.

FOR EUROPE AND AMERICA,
INDIA, AUSTRALIA, ETC.,
and for
PRIVATE RESIDENTS AT THE OUTPOSTS,
A Comprehensive and Complete Record
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NEWS OF THE FAR EAST
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HONGKONG WEEKLY
PRESS.
with which is incorporated
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of the World.

WEATHER REPORT.

On the 22nd at 10.50 a.m.—Depressions lie to the north-east of Hokkaido and over N. China.

An area of relatively high pressure stretches from Hongkong to S. Japan and the Bonins.

Pressure has decreased slightly in southern districts.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

District. Forecast.
(S.E. or variable winds, moderate to fresh.)
(Variable to S. winds, moderate to fresh.)

North coast of China between (The same as Hongkong and Lamook) No. 1.
South coast of China between (S.E. winds, Hongkong and Hainan) moderate.

CHINA COAST METEOROLOGICAL REGISTER.

21st April, 1914, A.M.

SHIPPING

HONGKONG, CANTON, MACAO & PACIFIC MAIL PENINSULAR & ORIENTAL STEAMSHIP COMPANY.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

REDUCTION IN SALOON FARES.

HONGKONG-CANTON LINE.

Commencing from April 1st the Saloon passage rates by the Company's steamers will be reduced to—
Single Fare by Night Steamer ... \$6.00
Return " " (available also for return by day steamer) ... 10.00
Single Fare by Day Steamer ... 4.00
Return " " ... 8.00
The attention of the travelling Public is drawn to the comfort afforded by the Company's vessels. Passengers arriving by Night steamers from Canton (due at Hongkong about 11 p.m.) are permitted to sleep on board till next morning without extra charge. Electric fans and electric light are available all night.

HONGKONG TO CANTON. CANTON TO HONGKONG.

THURSDAY, 23rd APRIL, 1914.

8 a.m. HONAM. 8 a.m. HONGSHAN.

10 p.m. KINSHAN. 5 p.m. KINSHAN.

FRIDAY, 24th APRIL, 1914.

8 a.m. HONGSHAN. 8 a.m. HONAM.

10 p.m. KINSHAN. 5 p.m. KINSHAN.

HONGKONG-MACAO LINE.

S.S. SUI TAI, Tons 1,851. S.S. TAIHAN, Tons 2,006.

HONGKONG TO MACAO

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.

Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 24th APRIL, 1914.

The Company's New Steamship "TAISHAN"

Will depart from the WING LOK STREET WHARF at 9 a.m. and return from Macao at 4 p.m. N.B.—The Company will also run a Steamer from Macao on Sunday morning at 7.30 a.m., and from Hongkong at 12.30 p.m., from the Company's Wing Lok Street Wharf.

FARES AS USUAL.

CANTON-MACAO LINE.

S.S. SUI TAI, 1,851 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 a.m.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

CANTON-WUCHOW LINE.

S.S. SAINAM, 538 tons, and S.S. NANNING, 569 tons.

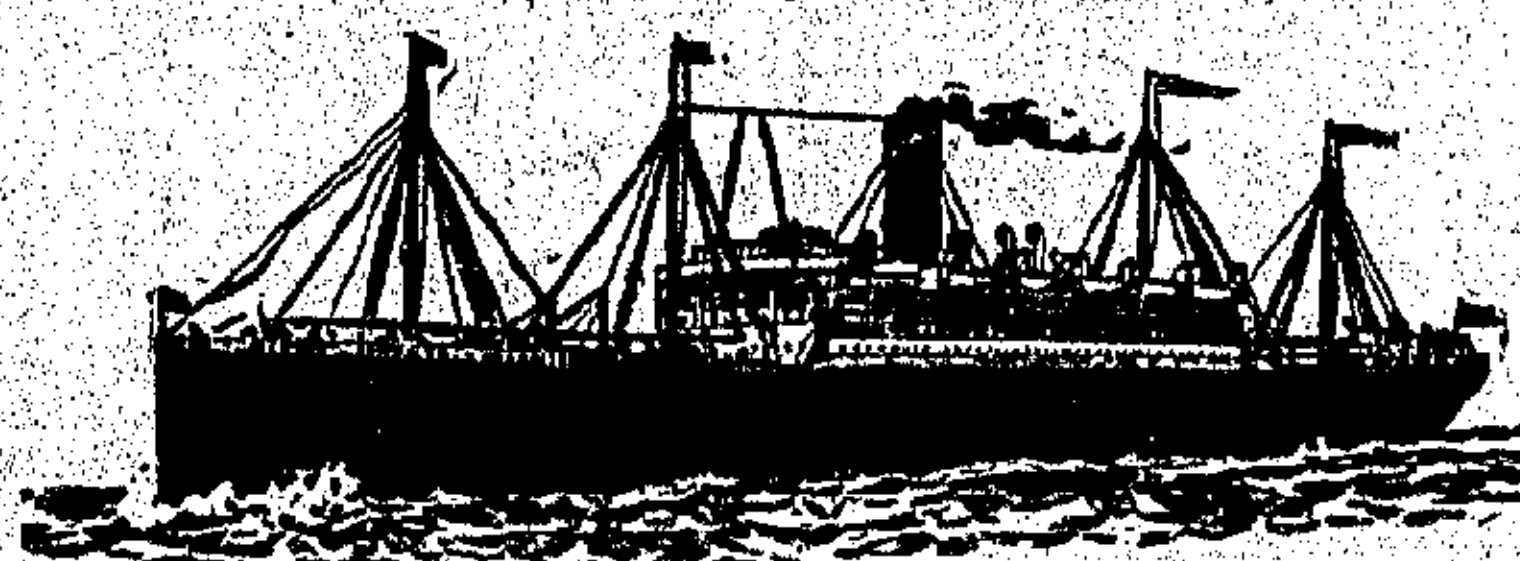
One of the above Steamers leaves Canton for Wuchow every Sunday, Tuesday and Friday, at about 6 p.m., and the other leaves Wuchow for Canton every Monday, Wednesday and Friday, at about 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINLIN and SANYI. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sundays excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of—

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From HONGKONG Calling at SHANGHAI, or MANILA, NAGASAKI, KOBE (via Inland Sea), YOKOHAMA and HONOLULU (the Paradise of the Pacific). Through Service via NEW YORK to EUROPE.

SOME FEATURES OF SERVICE.

ELECTRIC FANS, SWIMMING TANK, ORCHESTRA, AMUSEMENTS, WIRELESS TELEGRAPHY, SURMARINE SIGNAL SERVICE, AND BILGE KEELS. CUISINE UNDER THE PERSONAL SUPERVISION OF MR. J. MORONI, ONE OF THE WORLD'S MOST FAMOUS COOKERS.

Return Portion of Round Trip Tickets, available for Passage via O.P.E. from Vancouver if desired. Cabin Passengers have the privilege of travelling by Rail between Ports of Japan.

STEAMERS	Tons	Sailing
PERSIA	9,000	TUESDAY, 28th Apr., at Noon.
KOREA	18,000	SATURDAY, 9th May, at 1 p.m.
SIBERIA	12,000	WEDNESDAY, 19th May, at 1 p.m.
CHINA	10,200	WEDNESDAY, 27th May, at Noon.
MANCHURIA	27,000	SATURDAY, 6th June, at 1 p.m.
NILE	11,000	TUESDAY, 16th June, at 10 a.m.
MONGOLIA	27,000	FRIDAY, 26th June, at 1 p.m.

S.S. "CHINA," S.S. "NILE" and S.S. "PERSIA" will proceed to Manila and thence direct to Nagasaki.

HONGKONG-MANILA SERVICE.

From HONGKONG.	Arrive Manila.	Leave Manila.	Due Hongkong.
28th Apr. ... PERSIA	30th Apr.	30th Apr. ... KOREA	2nd May
27th May ... CHINA	29th May	5th May ... SIBERIA	7th May
16th June ... NILE	18th June	16th May ... CHINA	18th May
11th July ... PERSIA	13th July	26th May ... MANCHURIA	28th May

FOR FREIGHT OR PASSAGE, APPLY TO—

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Panama-Pacific International Exposition—San Francisco—1915.

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REGULAR SERVICE BETWEEN

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EASTWARD

S.S. "DILWARA," 5,378 tons, Captain G. N. Ramage, R.N.R., will be despatched for KOBE and MOJI on 23rd April, at 3 p.m.
S.S. "GREGORY APCAR," 4,600 tons, Capt. J. E. Drake, will be despatched for SHANGHAI, KOBE and MOJI on 8th May.

WESTWARD

S.S. "THONGWA," 6,238 tons, Captain C. M. Robinson, will be despatched for SINGAPORE, PENANG and CALCUTTA on 24th April, at Noon.
S.S. "TORILLA," 5,205 tons, Captain C. J. Swanson, R.N.R., will be despatched as above on 12th May.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a fully qualified surgeon.
For Freight or passage, apply to—

DAVID SASSOON & CO., LTD.

Hongkong, 20th April, 1914. AGENTS.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES. PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

TRANS-PACIFIC LINE.

IN CONNECTION AT TAGOMA AND SEATTLE WITH

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

Steamer	Captain	Leaving
"CANADA MARU"	H. Yamamoto	WED'DAY, 29th April, at Noon.
"TACOMA MARU"	T. Hamada	THURSDAY, 14th May, at Noon.
"PANAMA MARU"	J. Kanoo	WED'DAY, 27th May, at Noon.
"SEATTLE MARU"	T. Saito	THURSDAY, 11th June, at Noon.
"MEXICO MARU"	N. Kobayashi	WED'DAY, 24th June, at Noon.
"CHICAGO MARU"	I. Goto	

Calling at SHANGHAI, NAGASAKI, KOBE, YOKOYACHI and YOKOHAMA.
Calling at MOJI, KOBE, YOKOYACHI and YOKOHAMA.
These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

Steamer	Captain	Leaving
"ANNAN MARU"	T. Takemura	SATURDAY, 25th April, at 4 p.m.
"INDO MARU"	K. Komiya	FRIDAY, 8th May, a.m.
"SAIGON MARU"	T. Yamaguchi	

CHINA AND FORMOSA LINE.

FOR FOOCHEW VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"KAIJO MARU"	Y. Yamamoto	

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"DAIJIN MARU"	K. Murakami	SUNDAY, 26th April, at Noon.
"DAIGI MARU"	S. Tokutake	SUNDAY, 3rd May, at Noon.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"SOSHU MARU"	K. Hattori	WED'DAY, 29th April, at 10 a.m.

FOR CANTON.

Steamer	Captain	Leaving
"SOSHU MARU"	K. Hattori	FRIDAY, 24th April.

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from So... Yip Wharf (near the Harbour Office, Praya Central).

For FURTHER INFORMATION, apply to—

Z. KAMIYA,

MANAGER, Second Floor No. 1 Queen's Building.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer	Steamers to	Leave SHANGHAI	Leave HONGKONG	Connecting Steamer from COLON to	Due at MARSEILLES	Due at LONDON
"ORIENTAL" leaves YOKOHAMA	COLOMBO.	HAU	KONG.	MARSEILLES and LONDON	LES	1 day later
Apr. 16	DELTA	6 p.m.	Noon.	MALWA	Friday	Thursday
Apr. 30	ASSAYE	Apr. 21	Apr. 25	MOOLTAN	May 22	May 28
May 14	INDIA	May 5	May 9		June 5	June 11
May 28	DEVANHA	May 19	May 23		Saturday	June 26
June 11	DELTA	June 2	June 6	MALWA	June 20	June 26
June 25	HIMALAYA	June 16	June 20	MARMORA	July 4	July 10
July 9	ASSAYE	June 30	July 4	MOLDAVIA	July 18	July 24
July 23	DEVANHA	July 14	July 18	MEDINA	Aug. 1	Aug. 7
Aug. 6	CHINA	July 28	Aug. 1	MONGOLIA	Aug. 15	Aug. 21
		Aug. 11	Aug. 15	EGYPT	Aug. 29	Sept. 4
					Sept. 12	Sept. 18

THE ATTENTION of Passengers is drawn to the ACCELERATED ARRIVAL of the Mail Steamers at Marseilles, Plymouth and London. These vessels will now arrive in Marseilles on Friday, and London on the following Friday. Arrangements are also being made whereby passengers by the P. & O. Special Train from Marseilles can now arrive in London at 3.35 p.m. on Saturdays.

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES:

The Fares to London and Marseilles are as follows:—	LONDON	MARSEILLES
1st Saloon "A" Accommodation Single	\$65.	\$61.
"B" " " " " " "	\$59.	\$55.
2nd Saloon "A" " " " " " "	\$44.	\$42.
"B" " " " " " "	\$40.	\$38.
1st Saloon "A" Accommodation Single	\$61.	\$57.
"B" " " " " " "	\$55.	\$51.
2nd Saloon "A" " " " " " "	\$42.	\$38.
"B" " " " " " "	\$38.	\$34.

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES

PROPOSED SAILINGS:

STEAMERS	Leave YOKOHAMA	Leave SHANGHAI	Leave HONGKONG	Leave SINGAPORE	Due at MARSEILLES	Due at LONDON
NUBIA	about	about	about	about	about	about
NAMUR	Apr. 14	Apr. 25	Apr. 29	May 15	June 2	June 12
NOVARA	Apr. 28	May 7	May 13	May 19	June 16	June 26
NELORE	May 26	June 4	June 10	June 36	July 14	July 24
NELORE	June 9	June 18	June 24	June 30	July 28	Aug. 7
NELORE	June 23	July 2	July 8	July 24	Aug. 11	Aug. 21
NAGOYA	July 7	July 16	July 22	July 28	Aug. 26	Sept. 6
SYRIA	July 21	July 30	Aug. 5	Aug. 21	Sept. 9	Sept. 20
NILE	Aug. 4	Aug. 13	Aug. 19	Aug. 25	Sept. 23	Oct. 3

* New Steamer.

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO

FARES TO LONDON:

1st Saloon \$50 Single; \$45 Return. 2nd Saloon \$35 Single; \$30 Return.

FARES TO MARSEILLES:

1st Saloon \$45 Single; \$40 Return. 2nd Saloon \$30 Single; \$25 Return.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.

THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.

For Further Particulars, apply to—

E. A. HEWETT, SUPERINTENDENT.

47

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS

STEAMERS AND DISPLACEMENT

TONS

SAILING DATES

MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID

MISHIMA MARU Capt. F. L. Sommer, 20,000

WED'DAY, 6th May, at 10 a.m.

VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKOYACHI and YOKOHAMA

STAMBA MARU Capt. —, 12,500

TUESDAY, 5th May, at Noon.

SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE

MIKKO MARU Capt. W. Takada, 9,600

WED'DAY, 6th May, at Noon.

KUMANO MARU Capt. K. Soyeda, 9,800

WED'DAY, 3rd June, at Noon.

CALCUTTA via SINGAPORE, PENANG and BANGKOK

KIRIN MARU Capt. Nakamura, 5,000

SATURDAY, 2nd May

BOMBAY via SINGAPORE and COLOMBO

INABA MARU Capt. Shinoda, 12,500

SUNDAY, 26th April

MOJI and KOBE

KOBE and YOKOHAMA

NAGASAKI, KOBE and YOKOHAMA

KUMANO MARU Capt. K. Soyeda, 9,300

WED'DAY, 6th May, at 11 a.m.

KOBE and YOKOHAMA

\$ Fitted with New System of Wireless Telegraphy.

Cargo only.

PASSENGER SEASON—1914.

FOR EUROPE.

STEAMERS TONS SAILS WEDNESDAY

MISHIMA MARU 16,000 6th May.

FOR AMERICA.

STEAMERS TONS SAILS TUESDAY

TAMBA MARU 12,500 5th May.

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241

13-9-14



PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	4000	F. S. McMurray	Manila, Mangarin, Cebu and Lilo	On 2nd May, 4 p.m.
RUEI	4000	J. Miller	Manila, Mangarin, Cebu and Lilo	

Passengers Holding Round Trip Tickets may Return by any Steamer of the PACIFIC MAIL S.S. CO., TOKYO KISEN KAISHA, NORDDEUTSCHER LLOYD and EASTERN and AUSTRALIAN STEAMSHIP CO., LTD.

Electric Light, Fans in every Cabin. Competent Stewards Carried.
For Freight or Passage, apply to SHEWAN TOMES & Co., General Managers, Hongkong, 13th April, 1914.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

OUTWARD

For	STEAMER	To SAIL
SHANGHAI, KOBE	MAGELLAN	On 3rd May.
	POLYNESIEN	On 17th May.
YOKOHAMA	V. CIOTAT	On 31st May.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	ASSAYE Capt. G. J. Caldwell	5 A.M. 24th Apr.	Freight and Passage.
LONDON VIA USUAL PORTS OF OCEAN	DELTA Capt. W. R. Le Mare, R.N.R.	Noon 26th Apr.	See Special Advertisement.
LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES.	NUBIA Capt. F. J. Fox	About 28th Apr.	Freight and Passage.
SHANGHAI, MOJI, KOBENOVARA and YOKOHAMA	MOJI Capt. H. R. Hetherington, R.N.R.	About 2nd May.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 22nd April, 1914.

CHINA NAVIGATION CO., LTD.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	LUCHOW	On 23rd Apr. 4 P.M.	
SWATOW, AMOY AND SHANGHAI	PAOTING	On 23rd Apr. 4 P.M.	
SINGAPORE AND SHANGHAI	YUNNAN	On 23rd Apr. 5 P.M.	
SHANGHAI AND TSINGTAU	YINGCHOW	On 23rd Apr. 5 P.M.	
SHANGHAI	SHAOHING	On 23rd Apr. Noon	
MANILA, CEBU AND ILOILO	TEAN	On 23rd Apr. 4 P.M.	
WEIHAWEI, HEEFOO AND TIENTSIN	HUICHOW	On 30th Apr. Noon	

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

MANILA LINE—TWIN-SOBBY STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation; Electric Fans fitted; Extra State-rooms on Deck, etc. on "TAMING" and "TEAN."

SHANGHAI AND TSINGTAU LINE—THE TWIN SOBBY STEAMERS "ANHUI," "CHENAN," "SHAOHING" and the S.S. "KANCHOW," "LIANGHONG," "LUCHOW" and "YINGCHOW," having excellent accommodation, with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The Steamers leaving Hongkong on Sundays proceed from Shanghai to TSINGTAU, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

N.B.—Passengers must embark before Midday on SATURDAY for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Wooming.

REDUCED FARES.—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 23rd April, 1914.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

CAPTAIN

LEAVING

HAIYANG

HAIYANG

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TOYO KISEN KAISHA. NORDDEUTSCHER LLOYD.

SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer Displacement Tons and Speed. Leave Hongkong.

* HONGKONG MARU 11,000—18 knots...SATUR, 25th Apr., at 10.30 A.M.

* SHINYO MARU 22,000—21 knots...from KOBE 11th May.

CHIYO MARU 22,000—21 knots...TUES., 10th May.

TENYO MARU 22,000—21 knots...TUES., 16th June.

* NIPPON MARU 11,000—18 knots...TUESDAY, 23rd June.

† Passengers by this Steamer may travel via "HONGKONG MARU."

* via MANILA. Omitting Shanghai.

All Steamers will be despatched at Noon.

FIRST CLASS TO LONDON £71.10...RETURN (6 MONTHS) £120.

FIRST CLASS TO NEW YORK £60. ... " " £96.10.

" " " " SAN FRANCISCO £45. ... " " £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY Co.

SPECIAL RATES given to NAVAL and MILITARY, CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

VIA JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE AND VALPARAISO.

THENCE BY

TRANS-ANDAN ROUTE TO BUENOS AIRES.

Steamer Displacement Tons and Speed. Sails from NAGASAKI 2nd July.

ANYO MARU 18,500—15 knots

For Full Particulars as to Passage and Freight, apply to—

S. MORIMOTO, AGENT, King's Building.

TELEPHONE 291.

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AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)

MONTHLY FAST SERVICE TO TRIESTE (VENICE).

VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ AND PORT SAID.

S.S. "BOHEMIA," 7,900 tons, will leave as above on 15th May, at 4 P.M.

Superior accommodation for 1st and 2nd Class passengers, no extra charges, no inside cabins.

FARES: Hongkong-Trieste (Venice), 2nd Class, £36 2nd, £19 3rd Class.

MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ AND PORT SAID.

S.S. "PERSIA," 12,500 tons, will leave as above about 6th May.

These Steamers of large tonnage are fitted with comfortable one class accommodation for Saloon Passengers. No Barrels. Doctor, Stewardess, Wireless Telegraphy.

RAILWAY FARES: Trieste-London.

Via Venice, Milan, Simplon, Lausanne, Paris, Calais or Boulogne, Class I £48.15, II £45.15, III £42.15.

Via Venice, Milan, St. Gothard, Lugano, Fiume, Pola, Trieste, Class I £48.15, II £45.15, III £42.15.

Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £51.15, II £48.15, III £45.15.

Via Munich, Cologne, Hook or Flushing, Class I £47.15, II £44.15, III £41.15.

TO SHANGHAI.

S.S. "BOHEMIA," 7,900 tons, will leave as above on 1st May, at 6 A.M.

FARES: Hongkong-Shanghai, 2nd Class, £24 2nd, £12 3rd Class.

TO KOBE VIA SHANGHAI, YOKOHAMA.

S.S. "NIPPON," 13,950 tons, will leave as above about 2nd May.

Cargo takes at through rates to all ports in Atlantic, Pacific, Indian, Arctic, and North & South America.

SANDER WIELE & CO., AGENTS, Prince's Building.

Hongkong, 17th April 1914

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"HONGKONG DAILY PRESS"

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HONGKONG HANSARD REPORTS OF THE MEETINGS OF THE LEGISLATIVE COUNCIL for the Session 1913.

Revised by the MEMBERS.

PRICE \$5.

DAILY PRESS OFFICE.

Hongkong, 24th February, 1914.

[6]

HAMBURG - AMERIKA LINIE.

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA AND PHILIPPINES.

via STRAITS and COLOMBO.

to MARSEILLES, HAVRE, EMDEN, BREMEN, HAMBURG AND NEW YORK

and from MANILA, HONGKONG and JAPAN to

VANCOUVER (B.C.) and PORTLAND (Or.).

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE AND YOKOHAMA:

S.S. FURST BULO 1st May.

S.S. SEGOVIA 21st May.

S.S. FREISIA 29th May.

S.S. SILESIA 18th June.

S.S. SPEZIA 29th June.

S.S. SIENEGAMBIA 17th July.

S.S. SCANDIA 27th July.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 22nd April, 1914.

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IMPERIAL GERMAN MAIL LINES.

FOR STEAMERS TONS TO SAIL

NAPLES, GENOA, ALGIERA, PRINZES ALICE, Wednesday, 29th

LISBON, SOUTHAMPTON, Capt. J. BORTHELDT, 30,300 Apr., at 10 A.M.

ANTWERP AND HAMBURG. * Calling at Manila.

SHANGHAI, TSINGTAU, KOBE, "LUETZOW," Thursday, 30th

and YOKOHAMA Capt. H. TERTOR, 17,300 April.

MANILA, SANGAUR, YAP, MAR- "PRINZ WALDEMAR," Saturday, 16th

ONN, NEWGUINEA, BRISBANE, Capt. O. JURANT, 6,100 May, at 9 A.M.

SYDNEY AND MELBOURNE

KOBE "PRINZ WALDEMAR," (About Tuesday

JESSELTON, KUDAT and "BORNEO" 28th Apr.,

SANDAKAN Capt. J. KOHLER, 5,000 May, at 9 A.M.

All the Steamers of the Imperial German Line are fitted with Wireless Telegraphy

New System of Telefunken.

RATES INCLUSIVE OF SUR-TAX.

FREIGHT LINE.

NEXT SAILINGS FROM HONGKONG.

OUTWARD.

STEAMSHIP about

"NORDERNEY" 24th April.

"HELIGOLAND" 2nd May.

"BORKUM" 21st May.

"ALTAIR" 25th May.

"DURENDART" 8th June.

For Further Particulars, Please apply to—

NORDDEUTSCHER LLOYD.

MELCHERS & CO.

GENERAL AGENTS.

Hongkong, 20th April, 1914.

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VISITORS AT HOTEL.

HONGKONG HOTEL.

Mr. S. Amory

Mr. S. Amory

Mr. S. Amory

Mr. S. Amory

Mr. S. Amory

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